

THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., MONDAY, OCTOBER 25, 1909—VOL. I., NO. 279.

PRICE TWO CENTS.

NEW STEAMER LINE TO AUSTRALIA FROM BOSTON ANNOUNCED

Dutch Company Responsible for the Additional Service to Run Monthly in Direct Route.

BEGINS IN JANUARY

Ships Scheduled to Call at New York, Melbourne, Brisbane and Sydney With General Cargoes.

A new monthly steamship service is soon to be in operation between Boston and Australian ports, according to the statement of steamship authorities in Boston today.

Although negotiations have been in progress for several months it was only today that definite plans were made for the inauguration of the new line.

The Dutch-Australian Steamship Company, which operates a large fleet of steamers including a regular service between Hamburg and Australia, has been the prime mover in the promotion of the scheme. This company has finally completed arrangements with the Elder-Dempster line providing for an alternate monthly service by these two lines from Boston to Australia.

The steamer Varzin of the Dutch Australia line, a vessel of 2841 tons net with a 7000-ton cargo capacity, is to make the initial sailing from this port early in January. She leaves Australia next month coming directly to this port after stopping at Durban for coal.

John Wyde of the firm of Patterson Wyde & Co., who will represent the company here states he expects to build up a trade which will give Boston a permanent service to Australasia.

The steamers in this service will bring to Boston wools, hides and other products which have previously been shipped to England and from there reshipped to Boston. This will mean a great saving in the expense of transportation. The return trips will take cargoes from Boston and New York, to which port they will sail after leaving Boston on the return trip.

Following the sailing of the Varzin, will be the sailing of the Yola, which is now scheduled to be the second steamer to sail on the new line.

The Australian ports of call of the service will include Melbourne, Sydney and Brisbane.

WAR IN THE ORIENT LOOMS ON HORIZON SAYS AN AMERICAN

Henry George, Jr., Declares the Far-Eastern Policy of Nation Is Dictated by Big Corporate Interests.

(Copyright, 1909, by the United Press.)
NEW YORK.—With the expressed opinion that the present policy of the United States in the far east is being shaped solely in the interest of a group of Wall street financiers, and that no possible benefit to the nation at large can result from it, Henry George, Jr., son of the great single taxer and publicist, in an exclusive interview granted the United Press today, declared that trouble is certain to result which will probably end in the American army and navy being called on to fight the private battles of the American monied interests under the guise of "upholding American honor."

Mr. George has just returned from several months spent in studying at first hand the conditions which in his opinion are soon to be very largely in the minds of the American people, if the present policy of the administration is continued.

Asked what in his opinion was the real cause of the forced resignation of Charles R. Crane of Chicago from the post of minister to China, Mr. George replied tersely:

"A war of the big American syndicates."

"I do not pretend to know more of the immediate grounds for the secretary of state's action than have been published," continued George. "Mr. Crane may or may not have been indiscreet. The thing to note is not that, but the implication in Secretary Knox's statement that the government is studying the recent agreements between China and Japan in relation to Manchuria with a view to determining whether there is anything in the agreements adversely affecting American interests."

"To me, this is an admission of the gravest portent, a seeming admission of the very thing charged against us in the

MONITORIALS BY Nixon Waterman

THE RISING YOUNG MAN.
Oh! here's to the rising young man
Who to wonderful heights may aspire!
And who is evolving a plan?
To set the North river on fire!
He will climb to the ladder's tip top
The world far beneath him to scan;
There is nothing can hinder or stop
The course of the rising young man!

His motto is, "Upward for aye!"
His rule is to dare and to do;
But I'm awfully sorry to say
There are times when it doesn't hold true.

For when street cars are crowded he can
Keep his seat with an air of content;
It is then that the rising young man—
What a shame—doesn't rise worth a cent.

FOOTBALL FLOWER.

It must have pleased the members of the Japanese commissioners' party, visiting in Boston, to see their favorite flower, the chrysanthemum, so much in evidence at the Harvard-Brown football game, which they attended Saturday afternoon. Our American custom of wearing this special flower to football games gives that sport an honor and a distinction we do not pay to baseball, golf, or any other of our athletic contests.

When President Taft's brother gets his 265,000-acre ranch all in cotton, as he purposes doing, he can spin some pretty big yarns about it.

"IF."
If this and that were thus and so,
Oh, wouldn't life be clever?
But ifs, my dear, won't make it so
Though we should if forever.
Yet, while it won't our wishes bring
We'd all be less contented
And life a less delightful thing
If "ifing" were prevented.

It may be that Dr. Cook, whose finding of the pole was questioned by some because of the alacrity with which it was done, is determined that none shall find reason to censure his hastiness in producing the data showing that he really achieved his purpose.

PRECOCKED.
Teacher—On what street do you reside, Johnnie?
Johnnie—Minute street.

"I think that is a street name I haven't heard before."

"Well, most people call it Sixty-second street, but you know 60 seconds make a minute."

Sir Thomas Lipton has arrived in New York, but he comes this time without bringing a racing yacht under his arm. However, he may clear the ways for doing so later on.

MORE TEXAS CROWDS.

The great crowds that have greeted President Taft everywhere in Texas must have almost made him doubt the truth of the statement that if all the inhabitants of the world were transferred to that state there would not be more than 10 persons to the acre within those limits. He has found them much thicker than in spots.

PUSH THE HANDS AHEAD.

Perhaps the generally accepted truth of the saying, "Time is money," is responsible for the employment by the officers of the Boston Y. M. C. A. of an immense clock dial to indicate the daily contributions toward their desired fund of half a million. Or, believing that "money talks," it may be that they have adopted this rather striking means of permitting it to express itself in this easily understood dialect. At any rate it is a clever way of getting cash.

If the Duke d'Abruzzi will engage in a little heart to heart talk with the King of Spain just at this time the latter may tell the former to think twice before accepting the throne of Greece, which it is intimated may soon be offered him. Thrones are pretty hard things to sit on at times.

CARRIES VALUABLE COTTON LOAD.

SAVANNAH, Ga.—Carrying 28,895

bales of cotton, equivalent to 22,725

500-pound bales, and valued at \$1,534,103,

the Leyland line steamer Indian has sailed

from Savannah for Bremen. This is one

of the most valuable cargoes of cotton

that ever cleared from an American port.

AMERICAN HONOR."

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(Continued on Page Five, Column One.)

NEW HAVEN CLERKS VOTE THIS WEEK ON SUBJECT OF STRIKE

Result to the Railroad May Mean the Facing of Cessation of Work by Over Three Thousand Employees.

UNIONS ARE ACTIVE

A vote will be taken this week of the union clerks in the stations, shops and freight offices of the New York, New Haven & Hartford railroad to determine whether a strike shall be ordered on account of the refusal of the company to grant certain requests as to wages, overtime and hours of work.

The more important requests are for a nine-hour day, with eight hours in the Harlem river, New Haven, Boston and Providence yards; 10 per cent increase of wages for all clerks, with a minimum wage of \$2 a day; pay for overtime, right of appeal; classification of clerks; promotion by seniority subject to capability and good record, with right of appeal.

It is expected more than a week will be necessary to reach a decision on the matter as each of the 21 unions will vote on the proposition, the result of which will be forwarded to New Haven where the committee representing each of the lodges is now in session.

This will require considerable time as ballots will have to be sent members distributed in more than 600 stations and freight offices on the line and these will then be remailed to the committee at New Haven of which R. G. Stearns of Boston is chairman. Mr. Stearns is an employee of the cashier's office of the South Boston freight terminal.

JAPANESE PARTY VISITING MILLS

Members of Commission on Tour of This Country Today See Factories in Lynn and Lawrence.

The Japanese commercial commission is visiting the factories of Lynn and the Lawrence mills today. The commission is divided into two groups, one of which left the city by automobiles early this morning and proceeded to Lynn where an inspection will be made of the buildings of the General Electric Company, after which the party will spend two hours in the shoe factory of A. E. Little & Co.

At noon this group left Lynn and cover the parkway course to Beverly where lunch was served in the factory of the United Shoe Machinery Company. Here the commission had the opportunity of seeing interesting processes in the manufacture of shoe machinery. This party was in charge of George W. Brown.

The other group of foreigners, with H. DeForest Lockwood as guide, left North station this morning by special train at 8:45 o'clock for Lawrence, where the members of the party visited the Pacific mills and other industries.

Luncheon was served at 12:30 p. m. and the party will return to Boston late in the afternoon.

These are the best reports the committees have turned in so far during our campaign. The large number of subscriptions reported show the kind of work the men are doing. It means that the campaign is going to be a success.

Before sitting down to lunch today the committee sang the first verse of the hymn "Fight the Good Fight," after which the Rev. A. Z. Conrad offered grace, giving thanks for the many donations that have poured in for the new Y. M. C. A. building.

Don S. Gates, the city secretary of the boys' committee, which is composed of about 600 boys, is busy today arranging his plans for the canvassing of districts around Boston for small subscriptions.

He wished to have all in readiness by the middle of the week, when it is planned to start the boys in their respective districts.

J. S. Barrows of Team J says that one man whom he solicited said that he wanted to send 1000 bricks for the new building, but as no arrangement had been made by the committee for receiving them he sent instead his check for their money value, which was \$88.

A man came into the Y. M. C. A. building on Boylston street recently, according to Secretary Mehaffey, and asked to see the crowded quarters of the association of which he had heard so much. He asked particularly to see a certain room where he had been told a large number of young men studied and where one could not walk upright without striking his head against the ceiling beams.

The man was escorted up five flights of stairs (there is no elevator) and saw the conditions of the room, just as they had been described to him. His remarks to his guide were succinct. "I have already given a \$50 pledge toward the new building fund. I must give \$100 more."

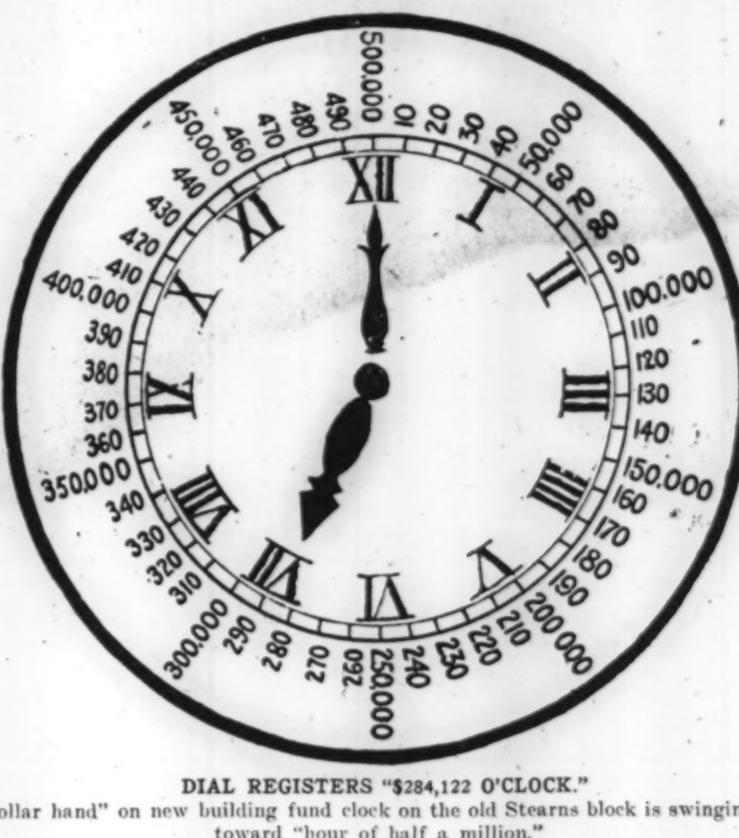
(Continued on Page Three, Column Four.)

MRS. PANKHURST AWAITED.

WORCESTER, Mass.—Mrs. Emmeline Pankhurst, the noted suffragist, accompanied by another English woman, will arrive in this city on Friday and give an address in Mechanics hall advocating equal rights and "votes for women."

(Continued on Page Five, Column One.)

Y. M. C. A. Collects Today The Largest Number of Gifts



Subscription of One Thousand Dollars From Mrs. Mary Baker Eddy Is Among the Contributions,

Director of Six Hundred Boys Who Are to Assist in Raising Y. M. C. A. Funds



(Photo by Clickering.)
DON S. GATES.

City secretary of the juvenile department of Boston association, who is to aid new building canvassers.

Totals.....\$9,065

YOUNG MEN'S COMMITTEE.

No. 9. S. B. Carter.....	8442
No. 10. J. S. Wiley.....	1,013
No. 11. A. W. Hale.....	175
No. 12. J. S. Rossmere.....	145
No. 13. G. W. Diebold.....	61
No. 14. P. Bremer.....	3,275
No. 15. F. Frederick Foster.....	301
No. 16. A. D. Ballantine.....	47
No. 17. G. E. Marsten.....	2,211
Total.....	\$18,554

C. S. Ward, who is in charge of the campaign, said today after the reports were in:

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News of the World Told by Cable and Correspondence

Club Opened for Highlanders

(Special to The Monitor.)

EDINBURGH, Scotland—Lord Rosebury recently opened in Edinburgh in the presence of a brilliant gathering a club for veterans of the regiment known as the Seaforth Highlanders and bearing the nickname of the King's Men. This regiment is both ancient and distinguished and can boast of a great historic record, hardly equaled and certainly not surpassed by any other Scottish corps. One of its mottoes is, appropriately enough, the Gaelic words, "Cuidich'n Righ," which, translated into the language of the south, means "Help the King."

The Seaforth is the only regiment's association in Scotland that has instituted a social club for its veterans. It has an employment bureau, which has been the means of placing many of its members in exceptionally good situations, and is continuing to do so. The new move of the foundation of a club was found necessary for the purpose of making a satisfactory headquarters for its members, and thus enabling them to extend both their philanthropic work and the employment bureau.

The objects of the association, which are very laudable ones, are to maintain a connection between men serving and old comrades, to promote the welfare of its members; and particularly to obtain situations for men on discharge returning to civil life, and for members, who, through no fault of their own, may be thrown out of employment.

Up to the present time there were hundreds of ex-Seaforths throughout Scotland who had no such meeting-place, and so were apt to drift apart and lose that valuable connection and friendly intercourse with each other which tends so much to keep alive esprit de corps, and patriotism. The club is the first of its kind in Edinburgh. Among its patrons are H. R. H. Prince Charles Edward, Duke of Albany, the Duke of Richmond and Gordon, the Duke of Portland, and the Duke of Sutherland.

During the proceedings a telegram was received from the King, who was



SEAFORTH HIGHLANDER.
Sergeant of famous regiment in full-dress uniform.

then residing at Balmoral, expressing his pleasure at the opening of the club and stating that he always welcomed any undertaking which provided for the welfare of his old soldiers, and wishing the club all success.

AUTO TRIP TAKEN BY KING AND CZAR

Rulers of Russia and Italy Exchange Felicitations at State Dinner in the Evening.

RACCONIGI—King Victor Emmanuel and his royal guest, the Emperor of Russia, spent most of Sunday together. The King and Emperor took a motor trip, unescorted, to the medieval castle at Polzeno.

A state dinner in the evening was the principal event. The guests included the Duke of Abruzzi, the Duchess of Genoa, Princess Letitia, Prince Udine, the members of the Italian cabinet and other high Italian and Russian officials.

King Victor Emmanuel in toasting the Emperor, extended his heartiest greetings to the Russian sovereign, saying that his visit confirmed the close friendship and harmony uniting the houses of the two countries.

Emperor Nicholas expressed confidence that the Italian and Russian governments would labor efficaciously to cultivate a sympathetic bond, which would not only lead to an agreement in their reciprocal interests, but also to a general peace.

MONDAY, Oct. 25, Jordan Hall, 3 p. m.—"Clouds," Fritz Kreisler.

TUESDAY, Oct. 26—Symphony Hall, 8:15 p. m.—"The Tempest," Ben Greet players.

WEDNESDAY, Oct. 27, Symphony Hall, 2:30 p. m.—Song recital, Tilly Koenen and Dr. Wullner.

JORDAN HALL, 8 p. m.—Conservatory concert, performed by Mr. Hunt.

THURSDAY, Oct. 28, Jordan Hall, 8:15 p. m.—Hess-Schreider string quartet.

FRIDAY, Oct. 29—Symphony Hall, 2:30 p. m.—Public rehearsal, Heinrich Warneke.

SATURDAY, Oct. 30, Symphony Hall, 2:30 p. m.—Song recital, Mme. Schumann-Heink.

Symphony Hall, 8 p. m.—Fourth concert, Boston Symphony Orchestra; soloist, Heinrich Warneke.

BOSTON CONCERTS.

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NEW YORK.

AMERICAN MUSIC HALL—Vaudville.

BOSTON—"The Three Twins," "The Man in the Moon," "The Wizard."

COLUMBIA—"Miss Independence."

GLOBE—"The Blue Mouse."

GRANDE OPERA HOUSE—"Arizona," "Miss Streetcar," "The Patriot."

KEITH'S—Vaudville.

MAJESTIC—"Haywain."

PARK—"A Gentleman from Mississippi."

TREMONT—"The Candy Shop."

CHICAGO.

AMERICAN—Vaudville.

AUDITORIUM—Cohan & Harris minstrels.

CAGNEY OPERA HOUSE—"Mme. X."

CORI—"The Little Girl."

GARRICK—"The Chaperon."

GRAND OPERA HOUSE—"The Dawn of a Tomorrow."

GREAT NORTHERN—"The Vinegar Boy."

ILLINOIS THEATER—"A Fool There."

MCKEEVER'S—"The Thief."

MAJESTIC—Vaudville.

POWERS—"Samson."

STUDERAKER—"The Old Town."

WHITELEY—"The Climax."

WALLACK'S—"The Fourth Estate."

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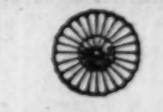
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Leading Events in Athletic World



Lipton in New York

Harvard and Yale Are Rounding Into Shape For Their Big Football Contest in November

Kicking of Captain Coy and the Rushing of Philbin Are Features of Yale's Development.

LINE IS POWERFUL

NEW HAVEN, Conn.—Though Yale played a remarkably fine game against Colgate Saturday, she displayed one great weakness. It was clearly shown that with Leo regular backs, Coy, Philbin, Daly and Howe, out of the line-up there was a marked lack of team-play as well as a great tendency to fumble. Her strength rested mainly on individual brilliancy. This was also evident in the West Point game when Coy, Philbin and Howe were forced into the game to save the day. And so in practice from now on, as during the past week, there will be continued shifts in the varsity line-up in order to overcome this difficulty.

It is most probable that Yale's real strength will not be shown until the final games this season, for she has not yet played a game in which the entire varsity eleven has been in at the same time, nor has she indulged in any secret practice. Now that both Andrews and Hobbs are not in the best condition, they, too, will be kept out of the Amherst game at least. Though it is hard to imagine a team any stronger and faster than the varsity is at present, when the best possible eleven goes in against Brown two weeks hence, a much stronger and more powerful game than has yet been displayed by Yale is almost certain to result.

Coy's two beautiful drop kicks from the 25 and 40-yard lines were merely a showing of the wonderful work that he has been doing in that line in practice. He has become so accurate in his kicking in daily practice that he can almost always be relied upon to score at least one goal from the field. He apparently has but little difficulty in scoring a drop-kick at almost any angle of the field within the 45-yard line. His kicks are peculiar in that, contrary to the regular method of kicking the ball with the end of the toe, he drives it off just as if it were a punt, from the top of his foot. By doing this he gains great distance as well as accuracy, sending the ball as far as 50 yards at times. Should Yale get in her opponent's territory she might safely call upon her captain to try a goal from the field; her strong line being able to protect him.

Those who have started all of late by their brilliant playing are Philbin at half, Howe at quarter, Hobbs the giant guard and Lillie. Philbin has earned the distinction of being Yale's greatest open field runner. Time after time Saturday he would dash through almost the entire Colgate team for great gains. His playing greatly resembles that of Wendell of Harvard's 1907 eleven. If Philbin is not chosen for one of the all-American halfbacks this year, it will be a great surprise to all who have seen him play. Howe now seems to have the battle for the position of quarterback practically won. He runs the team very well as well as giving it the necessary snap. He is improving with every game, while both Johnson and Merritt have apparently been left in the rear of the race. Two other players who are showing all-America form are Hobbs and Lillie. It is very seldom that gains are made through the opponents' line, opening up large holes as well as getting down on punts with the ends. Their fast playing is surprising, considering their great weight.

It is expected that both Haines and Demming will be in the game again this week. The former will probably not be played at his regular position at end as Kilpatrick, Logan, Vaughn and Brooks are doing so well on the first and second teams that it would be unwise to shift any of them. He will, however, be used in the backfield, where he has shown up strongly. Both Haines and Demming would aid the team materially in punting, should Coy have to retire.

SHEPPARD DEFEATS LUNGHU.
NEW YORK—Emilio Lunghu was defeated by Melvin Sheppard, the Olympic champion, in a 1000-yard race Sunday in the games of the Monument Club at Celtic park. Sheppard permitted his rival to gain an eight-yard lead at the beginning of the last lap, and then passed him in the final stretch, winning by a four-yard margin.

FLANAGAN MAKES RECORD.
NEW YORK—John J. Flanagan made a new record throw with the 12-pound hammer at the games of the Monument Athletic Club at Celtic park Sunday, his best throw being 207 ft. 7¾ in., which bettered the old record of 190 ft. 7 in. made by L. J. Talbot at the Princeton-Cornell games more than two years ago.

OLD COLONY LEAGUE MEETS SOON.
BROCKTON—The Old Colony league clubs will meet here next Wednesday night for the league's annual meeting, when the pennant will be formally awarded to the Dewey team of Weymouth.



A. HAINES.
Yale varsity football team.

SOMERVILLE IS BIG FAVORITE

Generally Picked to Take the First Honors in the Interscholastic Football League—Two High Schools Tied.

Judging from the showing made by the Harvard varsity football team in its game with Brown Saturday, considerable progress has been made by Coach Haughton and his assistants in building up team play, and while there were many faults in the work of the eleven, it should not take long to round them into a fast, strong and smooth running team. The team work shown was surprisingly good when it is considered that L. Withington and Hooper were playing their first game at guard and tackle, and Captain Fish had been out of the previous game, and McKay, the other veteran tackle, was not in the line-up. The backfield was also without the services of Corbett and P. D. Smith, the veteran halfbacks.

Except when inside of her 25-yard line, the defensive work of the line was far from satisfactory. Time and again did Brown make good gains through center. When the ball was within striking distance of Harvard's goal, however, the men held like a stone wall. This was especially true when Brown had the ball on Harvard's half-yard line for first down and could not gain two feet in three rushes.

Judging from the showing in the Maine and Brown game, it would seem as if the practise of bringing P. Withington back on the defensive was not a success. When the line used this formation, the opposing teams seemed to be able to carry the ball until it reached the point occupied by the center. With Withington playing in his regular place, the opposing backs were stopped without material gain, notably when on the half-yard and seven-yard lines.

It is a long while since any better end playing has been shown on Soldiersfield than that displayed by the Harvard ends. Houston, especially, showed some of the finest tackling ever seen and the way he got down under Minot's kicks was all that could be asked for. L. Smith also showed up in grand form. Their tackling was not only brilliant, but they used great headwork in picking out the man with the ball.

Minot is fast, rounding about the brilliant form shown by him last year. It was due to his fine line plumping that Harvard made her two touchdowns and his work in the secondary defense was very strong. He used fine judgment all the time and his kicking was long and well placed.

O'Flaherty did not show up as well as was expected. His judgment is picking plays during the early part of the game was poor and his running with the ball was not up to his previous standard. Much work will have to be done with him in order to round him into real varsity form.

Captain Fish was a tower of strength, both on the offensive and defensive. Much criticism was expressed over the way in which he interferes with O'Flaherty's signals, but it was a noticeable fact that when he had them changed and Minot was brought up to rush the ball, the team made much better progress than with Minot playing back for a fake kick formation.

CORNELL CREW TO CELEBRATE

TITHACA, N. Y.—The plans for the Cornell crew celebration in Sibley Dome on Oct. 29 are nearly complete. The celebration will be the first within the remembrance of any undergraduates with the exception of upperclassmen, and it is planned to make the evening a memorable one. It is indeed fitting that a rousing celebration should follow last year's brilliant chain of record-breaking victories. It is an opportunity which will be welcomed by undergraduates to show that they appreciate the men and coxes, who in one season won for Cornell six victories and broke three records.

A parade from the Armory green, where the rushes are held, to Sibley Dome, will start the celebration. The parade, lighted by torches and fireworks and headed by the cadet band, will march down Central avenue and around the campus to Sibley.

In Sibley Dome a program will take place which will include prominent speakers, music by the Cornell Glee and Mandolin clubs, and other features.

A committee has charge of the affair of which H. A. Kiep, Jr., '10, is chairman. Souvenir booklets of the event will be sold to cover the cost of the celebration.

SATURDAY'S COLLEGE GAMES.

Harvard 11, Brown 0.
Harvard Freshman 5, Andover 0.
Yale 0, Cornell 0.
Lafayette 6, Princeton 0.
Tufts 0, Maine 0.
Penn State 1.
West Point 1, Lehigh 0.
Williams 23, M. A. C. 6.
Fordham 21, Swarthmore 3.
Cornell 16, Vermont 0.
Colgate 18, Boston 0.
Pittsburgh 14, Carlisle 3.
Virginia 5, Naval Academy 0.
Michigan 6, Marquette 5.

BEGLEY BREAKS ROAD RECORD.
TORONTO—The Hamilton to Toronto road record has just been broken by 34 minutes and 10 seconds by George O. Begley, a Lincolnshire Englishman, who held the 50-mile English running record before coming to this country. Begley's time, after a heady performance, was 4h. 56m. 50s. He is an amateur and will probably run in all of the important amateur Marathon runs next season.

MAY MANAGE TOLEDO CLUB.

TOLEDO, O.—Seybold, the manager of the Toledo club of the American association will probably be succeeded by William Dahl, the veteran major league infielder. Dahl was recently of the Boston Nationals. The appointment is expected to be made this week by W. R. Armour, president of the club.

SIR THOMAS LIPTON STATES HIS VIEWS REGARDING A RACE

(Continued from Page One.)

1911 with a Shamrock IV, hopeful of lifting the cup.

"If it will not do so, there is no use for me or any one else to challenge. If the rule is to remain unchanged the cup is safe for all time."

"I don't want to be understood as asking favors," he continued. "I am anxious to race under the 'universal rule,' which is the rule adopted by every yacht club in America, including the New York Yacht Club, which only discards the rule when it comes to the cup races."

"Under the special cup race rule, only a magnified type of freak yacht could stand a chance, and such a yacht would not be seaworthy. I have tried three times to lift the cup and done my best every time. Every time my boat was beaten by a better boat. I have no complaint, but I do hope that for the sake of yachting sport and in order to give the American public a better sporting event, I will be given the opportunity to challenge again under conditions that are even to both sides."

"The deed of gift for the cup has been altered three times and could easily be altered again. The rule that the New York Yacht Club wants me to race under is barred by every other club in America."

Sir Thomas would be willing to challenge for a race next year were it not for racing engagements he has along the British coast. In the last year, he says, he has taken part in 40 races, winning 21 of them.

If he challenges again he will have Designer Fife, who built the other Shamrock IVs, and Designer Mylne each build him a boat, the challenger to be finally determined in a series of races between the two.

Mr. Lipton will remain here several weeks and should the New York Yacht Club grant the concession asked, he will immediately have one of the Irish yacht clubs of which he is a member issue a formal challenge. Sir Thomas is accompanied by his secretary and Col. Duncan Neill, an English yachting expert.

Mr. Lipton had no sooner reached the Waldorf-Astoria than friends began calling him up on the telephone, all of them expressing the hope that he would be successful in arranging for a race.

"It is good to get back to America," he said. "I certainly like this country."

From the cordiality with which the Irish baronet greeted even the employees about the hotel, many of whom he remembered from his former visits, there is no denying the genuineness of his enthusiasm. He hopes to meet with the New York Yacht Club officials within the next few days.

TRIES NEW ROWING STYLE IN ENGLAND

LONDON—A. S. Lloyd, H. G. Palmer, F. E. Hellyer and J. B. Rocher, four of Cambridge University's oarsmen, have been putting in two weeks' work near Henley under the guidance of Van der Waerden, who acted as coxswain and coach to the victorious Belgian crew of seven.

The Belgian style has not been entirely adopted, but experiments have been tried, with what they consider its best feature. It is noteworthy that all English oarsmen are not content to ignore other methods than their own, and in time the tiring English stroke may give place to the one in use by the Belgians.

Under the advice of Harry Blackstaff, the Olympic sculling champion, the Vesta Boat Club of London will give the Belgian a trial next season.

Many people hold that in order to really find out the worth of the stroke a good crew ought to take up the Belgian style in its entirety and stick to it right through a season.

HARVARD TENNIS TOURNEY SOON

The Harvard interclass tennis tournament will begin on Wednesday. Before then the captain of each class team must try out his material and choose a team of six men.

The following is a list of the captains of the class teams: Seniors, G. C. Adams; Juniors, W. B. Fraser-Campbell; sophomores, C. S. Cutting; freshmen, Q. A. S. McKeen.

The preliminary round of singles will be played on Jarvis field at 2 o'clock, the seniors playing the juniors and the sophomores the freshmen. At 3:30 o'clock, directly after the singles, the doubles will be played, each team playing three matches and meeting the same class in the singles. The two teams that win the largest number of matches on Wednesday will meet on Thursday, when the tournament will be completed. Each match will be for the best two sets out of three.

CORNELL GETS MORE COACHES.

ITHACA, N. Y.—The Cornell coaching staff received an addition when Clinton Wyckoff and E. R. Alexander arrived in the city to be here for some time. They came especially to help round the team into shape for the game with Harvard, which will be played in Cambridge Nov. 6. Joseph Beacham and Henry Schoolkopf are also expected in the near future.

Special practice for the Harvard game will begin today, for while Williams is to be here Saturday, the coaches plan to get the team primed up for Harvard right away. It is a curious fact that a number of the most prominent coaches who will be here this week learned their football under Haughton, the present Harvard coach, when he was coach of the Cornell team.

RECORD BREAKING IS LOOKED FOR IN VANDERBILT RACE

Big Cars Have Been Averaging Well Over Sixty-Five Miles an Hour During the Practise Runs.

DRAW ON THURSDAY

NEW YORK—With the Vanderbilt cup race only six days away, and over a score of the automobiles and drivers on the course, the final day's early morning practise work should be well worth watching. That Saturday's race will prove a record breaker is shown by the times the cars have made under unfavorable conditions in practise. With few exceptions, the smaller cars have negotiated the 12.64 mile circuit at better than 60 miles an hour, and as for the big cars, no one seems to know as yet just what they will do, as their drivers are holding them in check.

This morning the technical committee opened up its headquarters at Monks store, near the railroad station, in Garden City, for the purpose of making an examination of such cars as are ready, and the drivers and managers of racing cars are requested to immediately notify A. L. McMurry, the chairman of the technical committee, where they can be found.

The drawing for positions in the race will be held at the Garden City hotel at 8:30 o'clock on Thursday evening. As in previous years there will be two drawings; the first to indicate the order of drawing and the second drawing will be made for the order of start in each class. It is important that all the drivers and managers of the cars entered in the race attend this meeting, as the referee and Starter Wagner will issue their final instructions to the racing crews at this time.

Little time is to be lost in starting the cars, as, owing to the short circuit this year (12.64 miles) it will be necessary to send the cars away at 10 or 15-second intervals instead of a minute apart as in former years. The Long Island railroad announces that they will run special trains from East Thirty-fourth street and Flatbush avenue at frequent intervals between 4:30 and 8 a. m. on Oct. 30, the day of the race. Some of these specials will run to Westbury and Hicksville, others will run direct to the grand stand as follows: East Thirty-fourth street at 6:30 a. m.; 7:10 a. m. (all passenger cars) and 7:30 a. m. Flatbush avenue at 7:30 a. m., stopping at Nostrand avenue, and East New York.

The recent defeat of Jerome D. Travers on his home course in the invitation tournament of the Montclair Golf Club by John M. Ward, the old-time baseball star, provides food for thought for the ambitious golfer desirous of improving his game. Travers and Ward had previously met on two occasions, and Travers expressed himself as full of confidence as he walked to the first tee. As a matter of fact he was probably too confident of the result and ignored the ability to make a sterling finish of the old campaigner.

After the sixteenth hole, with Travers dormie two, it was dollars to doughnuts that he had the match in his pocket, but the unexpected happened as it often does in golf. Travers topped his drive, going to the 430-yard seventeenth and Ward running down a 20-foot putt took the hole 4 to 5, and was only one down. On the 400-yard home hole both got drives of about 260 yards, but Travers just failed to make the green on his second and missed a five-foot try for the half in four. On the extra hole, 333 yards, Travers sliced his drive into rough grass and lost, 5 to 4.

The lessons to be derived from the contest are not apparent in the scores

Myopia Hunt Club, Hamilton



WHERE THE SCOTCH WOMEN GOLFERS PLAY TODAY.

HAMILTON, Mass.—The great course of the Myopia Hunt Club, acknowledged to be the severest test of golf in this country and over which President Taft found the best sport last summer, tried the skill today of half a dozen British women golf players who are making a tour of the prominent American golf links following their participation in the national championship, which one of their number, Miss D. L. Campbell of North Berwick, Scotland, won at Philadelphia a few weeks ago.

No incentive was offered to the players other than that of true sport in seeing what they could do over links which have brought out the highest skill of the leading professional and amateur players of the country.

It was announced before the play started that no scores of the day's play would be given out.

Tomorrow they will make their final appearance in this state, when they go over the links of the Brae-Burn course.

RATIONAL GOLF

By Jason Rogers.

The recent defeat of Jerome D. Travers on his home course in the invitation tournament of the Montclair Golf Club by John M. Ward, the old-time baseball star, provides food for thought for the ambitious golfer desirous of improving his game. Travers and Ward had previously met on two occasions, and Travers expressed himself as full of confidence as he walked to the first tee. As a matter of fact he was probably too confident of the result and ignored the ability to make a sterling finish of the old campaigner.

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The victory of John M. Ward should stand as a pleasurable record for the older players who took up the game after passing 21. Ward played better the further he traveled, and as a matter of fact his 76 against Travers was the best score he made during the tournament. It was a battle between the golfing genius of the day just a shade off in condition opposed to one of the coolest and most determined match players among the veteran class.

After the match Ward expressed himself to me much in the way

PRESIDENT TODAY STARTS RIVER TRIP

(Continued from Page One.)

speeches were made. The congressmen, governors, senators and foreign ministers were at the luncheon.

At 3:30 o'clock according to schedule, President Taft, escorted by mounted police, was to be taken across Eads bridge to East St. Louis. Here he was to meet Vice-President Sherman and Speaker Cannon, who had been guests of the East St. Louis Commercial Club at luncheon.

The President planned to lay the cornerstone of the new United States building in East St. Louis at 4 o'clock, then return to St. Louis and embark at 5 o'clock on the lighthouse tender Oleaner for New Orleans. The entire force of St. Louis today was busy guarding the President. The patrolmen did not allow any person to move from the sidewalk as the presidential party passed. After the automobiles had gone by a given point, the patrolmen went to another part of the parade route and held the cheering multitude back on the walks.

At the St. Louis club, President Taft referred to the fact that in a previous visit to St. Louis he had proposed the trip of inspection to Panama by the Commercial Club and he said he had always felt grateful to the club and other organizations that went to the isthmus. He declared the report of the commercial clubs marked the beginning of a state of affairs which had left the administration in a very comfortable position with reference to the progress of canal work.

President Taft's special train, which he has occupied since he began his round of the country in Boston, left for New Orleans today over the Illinois Central tracks. Except for the train crew and porters, waiters and chefs, the coaches ran as "empties."

The first boats to depart for New Orleans, where the convention will open on Oct. 30, were four torpedo boats which have been here since Oct. 1. They got away Sunday and will await the fleet carrying the deep waterway debts at Memphis.

The river trip will mark one of the final stages of Mr. Taft's travels. When he reached St. Louis he had covered 3706 of the 13,000 miles in his itinerary. The river journey will consume 1165 more. He is scheduled to reach Washington the night of Nov. 10. In reality, however, the President's travels in 1909 will not end until Nov. 21, for he has engagements at Middleton, Conn., on Nov. 12, at New Haven on Nov. 15, at New Haven, Vt., on Nov. 19, and at Hampton, Va., on Nov. 20.

On the congressional boat, a legislative hall was installed, so that Speaker Cannon can hold mock sessions of Congress.

Among the surprises arranged for the waterway delegates on the trip will be a daily paper, printed on one of the newspaper boats. A fast launch will be used by the reporters in gathering the news from the fleet of 22 boats.

The trip will be straight down the Mississippi, except when the fleet turns up the Ohio to Cairo. The first stop will be made at Cape Girardeau, Mo., before sunrise Tuesday.

At Terrell, Tex., the President spoke to a throng of eager Sunday school pupils, and delivered something like his usual Sunday sermon. He said: "In four years I shall step down and out, and I won't be entitled to your respect any more than any other citizen, but

(Continued on Page Eight, Column Two.)

MILLS AT DEDHAM CHANGE OWNERS

WORCESTER, Mass.—The Hodges Finishing Company of New Bedford has purchased from the heirs in this city and Cherry Valley of Edward D. Thayer, Jr., the Merchants woolen mills at East Dedham, Mass., which are assessed for \$200,000, and which have been idle for the past year.

After a number of alterations the mills will be opened for business by the new owners about Jan. 1 to do bleaching, dyeing, mercerizing and finishing, and will employ from 150 to 200 hands. The New Bedford firm expects to turn out weekly about 500,000 yards of cotton piece goods from the new mills.

OREGON WOMEN ELECT OFFICERS

FOREST GROVE, Or.—The Dalles Club will entertain the Oregon Federation of Women's Clubs next year, having won over Portland in the vote taken.

The officers of the federation will serve two years and were elected as follows: President, Mrs. Sarah A. Evans of Portland; Mrs. Turner Oliver of La Grande, first vice-president; Mrs. Acken of Roseburg, second vice-president; Mrs. W. L. Bradshaw of The Dalles, recording secretary; Mrs. Max Cohen of Portland, treasurer; Mrs. J. D. Hayes of Portland, federation secretary.

REPORT MUELLER CONFESSION.

NEW YORK—Frederick Gebhardt, alias Otto Mueller, made a complete confession this afternoon of the shooting of his bride, Anna Luther Mueller, the woman found slain near Islip, L. I., in April, 1908, according to the police of Brooklyn.

MAN IS KILLED IN DORCHESTER.

Pasquale Di Stasio of 19 Cleveland place was killed today as the result of being struck in the head by an iron bar attached to a steam shovel which was used in excavations near Harvard street, Dorchester.

SPANISH TO END MOORISH FRACAS

War Minister Says Liberals
Will Not Push Campaign
and Tells of Plans of Pacification.

MADEIRA—Lieutenant-General De Luque, minister of war in the new Liberal cabinet, in an interview today confirmed the report that the government had decided not to push further the Moorish campaign. He said that if the Liberals had been in power before they would have avoided the costly war and that henceforth the object of the government would be to guarantee the safety of Melilla by the system of fortified positions already occupied.

From now on, the minister of war said, the work of the army would be that of pacification and not of domination, and while it would defend these occupied positions, an effort would be made to induce the Rifians to disarm and in this movement the aid of the Sultan's emissaries would be enlisted.

Minister De Luque added that though the Liberals disapproved the recent acts of repression at Barcelona, Ferrer had been proven guilty on evidence and had been legally and judicially condemned.

The Republicans won at Sunday's elections in Madrid.

MADEIRA, via Hendaye—The financial situation is under consideration by the cabinet today, and it has leaked out that former Minister Maura's statement that he had conducted the Moroccan war without recourse to extraordinary financial methods was false. It is charged that Maura drained the war fund and then illegally anticipated the military allowances.

The new Liberal cabinet finds itself without funds to keep up the army at Melilla, during October, November and December.

LONDON—The announcement by the Spanish government that the army under General Marina in Morocco had captured Mt. Gurugui early in September is today branded an untrue by the correspondent of the London Times with the Spanish army at Camp Nador. The correspondent says that the Spaniards reached two summits in the low hills on each side of Mt. Gurugui, but were forced to retire.

EXCITEMENT HIGH IN COTTON TRADE

Bullish Crop Estimates and
Damage Reports Send the
Prices Soaring, but There
Is Also Much Realizing.

NEW YORK—By Jan. 1, 1911, Seattle will have another fine new passenger station, the terminus of the Harriman lines, whose entrance to the city is by the Oregon & Washington railroad, says the Evening Post. The contract for the erection of the structure, which will cost approximately \$500,000, was awarded to the Thompson-Starrett Company of this city.

The building will be constructed of reinforced concrete. There will be a large semi-circular arched ceiling over the general waiting room. The exterior walls will be of dark red brick with trimmings of white artificial stone. A separate heating plant will be installed in another part of the yard. Plans for the building were prepared by H. J. Patterson of San Francisco, architect for the Harriman lines.

OBTAINS STATION
WITHOUT ASKING

SOUTH TO GREET
MANY FARMERS

RALEIGH, N. C.—The twenty-ninth annual session of the farmers national congress will meet in this city beginning Nov. 3, and delegates in large numbers will be here from every state, territory and colony.

A program of great interest and value is assured. Many able and distinguished speakers are billed, among them the Governors of North Carolina, Virginia, Minnesota, Tennessee and Louisiana.

FARMERS MEAN
TO SELL DIRECT

MOUNT HOLLY, N. J.—The farmers of this section of the state have taken steps toward combining to do the work of the commission men, thus getting farm products to the markets at a much reduced cost. The exchange also will purchase seeds and dispose of them to the farmers belonging to the combination at cost.

CONCERT FOR WORCESTER.

WORCESTER, Mass.—The opening concert of the Ellis course by Geraldine Farrar of the Metropolitan Opera Company of New York and Olga Samaroff, the brilliant American pianist, will be held in Mechanics hall.

CONGREGATIONALISTS TO MEET.

WORCESTER, Mass.—The Worcester Central Association of Congregational churches will hold their annual autumn meeting in this city in the Pilgrim Congregational church tomorrow afternoon and evening.

DARTMOUTH MEN TO GATHER.
WORCESTER, Mass.—The thirty-first annual meeting of the Dartmouth College Club of this city will be held in the State Mutual building Saturday.

PORTRAIT FOR CHURCH.
MONTPELIER, Vt.—A portrait of the Rev. L. F. Reed of Hyde Park, Mass., formerly of this city, has been presented to Bethany church by James W. Brock.

WITNESS C. E. FOUHY RECALLED TO STAND IN THE STEEL TRIAL

(Continued from Page One.)

to those made at this trial, and he was asked if he had any explanation. The court frequently ruled in favor of exclusion of the evidence.

District Attorney Hill first called the attention of Witness Fitts to his statements made at the trial as to the meaning of the word "important." At the trial the witness said that when a card was marked important, his concern wrote to the concern so marking it, asking for the reason thereof, and that was all.

Referring to his statement before his assistant, Mr. Curtiss, that when a card was so marked, conferences were begun as to whom the work should be conceded, so far as possible, Mr. Hill asked the witness if he desired to make any explanation. Mr. Fitts said that when that question was asked by Mr. Curtiss, he did not understand that he was being asked as to the general meaning of the word important, but as to a particular instance, in which it might have been true.

The court excluded statements made before the grand jury as not coming within the statute, under which this method of examination is being conducted by the district attorney.

The next line of questions and answers taken up by the district attorney referred to the membership in the bureau of information. At the trial the witness stated that he had received payments from three concerns besides his own.

The court also excluded this line of questions for a similar reason.

Under the court's ruling, the district attorney dropped the examination under the statute and took up questions regarding the old "Boston Agreement."

Attorney Hurlbut objected on the ground that when the bureau of information was formed by Messrs. Fouhy and Wilson, the old "Boston Agreement," so far as this case is concerned, was immaterial. The questions were ruled out by the court.

SEATTLE TO HAVE FINE NEW STATION

Contract for Five Hundred
Thousand Dollar Terminus of
Harriman Lines Awarded
to New York Firm.

NEW YORK—By Jan. 1, 1911, Seattle will have another fine new passenger station, the terminus of the Harriman lines, whose entrance to the city is by the Oregon & Washington railroad, says the Evening Post. The contract for the erection of the structure, which will cost approximately \$500,000, was awarded to the Thompson-Starrett Company of this city.

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NEPONSET DRAW CLOSED TO CARS

The Neponset bridge draw has been closed to street railway cars because of its unsafe condition. It was announced today at the Quincy office of the Old Colony Street Railway Company that the work of strengthening the structure would begin very soon.

The Wollaston Bridge Company will start work at once. The repairs will probably take several weeks.

FRANCE REBUKES AMERICA IN NOTE

PARIS—An official note, issued by the government today, announces the decision of the United States to impose its new tariff rates upon French imports after Oct. 30, 1910, because Oct. 31 falls on Sunday, and adds that France, "with more liberal traditions," will keep the French custom houses open throughout the entire day of Oct. 31 for the admission of American goods under the old rates.

RECEPTION FOR NEW HEAD.

WORCESTER, Mass.—Miss Arabella H. Tucker, secretary of the executive committee of the graduates association of the state normal school in this city, has issued an invitation to the graduates all over the state for a reception to be given to the new principal, Dr. Francis R. Lane, Friday evening.

FLOTILLA OFF TO MEMPHIS.

CAIRO, Ill.—The torpedo boats Tingey and Wilkes arrived here early this morning, joining the MacDonough and the Thornton. The flotilla coal and departed for Memphis shortly before noon.

CALL CLARK COLLEGE DEBATORS.

WORCESTER, Mass.—The Clark College Debating Society has issued a general invitation to the freshmen to attend a reception in the college club rooms tomorrow evening.

BIG PREPARATIONS FOR LUMBER CUT

Workmen Are Scarce on Account of the Harvesting Demand—Heavy Log Output Expected This Year.

BANGOR, Me.—The lumber camps in the northern part of the state are again being inhabited, and soon the work of denuding vast stretches of forest land of its timber will be actively begun. This season the lumber operators are making preparations for a big cut, and are having difficulty in obtaining sufficient men to go in the woods.

This is due in a large measure to the heavy potato crop, the harvesting of which gives employment to a great number of men, and also to the extensive work being done by the railroads in this state. It is believed, however, that after Aroostook county's bumper crop of tubers is dug there will be plenty of men available.

The scarcity of men has had its natural result in the raising of wages, and those who go into the woods are receiving several dollars a month more than were paid last year. The old-time woodsmen, who were largely French-Canadians and natives, are disappearing from the camps and their places are being taken by Italians, Poles, Swedes and Russians, many of them from the cities.

Boston sends many men annually into the Maine woods, but these men are not, as a rule, experienced woodsmen and the employment agents say that a Maine or French-Canadian man is worth three of the "imported variety," and the latter consequently does not receive as much pay.

It is as yet too early in the season to make any estimate of the probable cut this winter, but it is said that at least as much lumber will be sent down to the mills as they received last year. The total cut last winter aggregated about 700,000,000 feet.

The court also excluded this line of questions for a similar reason.

Under the court's ruling, the district attorney dropped the examination under the statute and took up questions regarding the old "Boston Agreement."

The court excluded statements made before the grand jury as not coming within the statute, under which this method of examination is being conducted by the district attorney.

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What We Think of Books Sent Us For Review

"ANNE OF AVONLEA" By L. M. Montgomery. Boston: L. C. Page & Co. The present book continues the story of "Anne of Green Gables," which delighted the children and some grown-ups. Anne is just the same, and she ought not to be, for she is 17 when this story begins and ought to have developed. But Anne never did develop. The author handicapped her in the beginning by making her so precocious at 11 that the most she could do was to grow tall, learn her book, and extract some wisdom of experience from the numerous scrapes into which her impulsive generosity and vivid imagination precipitated her.

Anne is lovable as ever and is still extracting wisdom from experience by way of some funny situations, and she makes the sacrifices sweetly with no sounding of trumpets. Her reward comes, and as she is about to step into the wider world of college life, it would be desired that she will grow in some other way than in bulk as a tree, if it will do to drag Ben Jonson into the notice of a twentieth century story-book.

There are new characters, and new inhabitants of Green Gables. David is alive and Paul impresses one as an actual child of the author's own knowledge, to whom she has not done justice. One seems to know that the real Paul is sweeter and stronger—more of a boy and less dangerously near to being a milk-sop.

There is true sentiment in the book, there are a number of wise sayings, and withal some morbid sentimentality set forth as poetic feeling.

"TAG: OR THE CHIEN BOULE DOG." By Valme J. Patriarche. Boston: L. C. Page & Co.

At an obscure station in Ontario a bridal couple befriend a little boy who is being sent as baggage to a father in New York. The child is confiding and good-natured, and speaks a halting mixture of English and Canadian-French. He has with him a bulldog, also good-natured, and the two are deeply attached. The child, under the kind patronage of his new friends, eats many cream puffs, and in doing so drops considerable cream upon the tag strung about his neck and giving his name and destination. The "Chien boule dog," as Baptiste calls him, likes cream, and accepts the card also as but a trifling inconvenience. No one having read the card before its disappearance, and the father not meeting the child as expected, the woful adventures of the young people, saddled with child and dog, begin. The search for the father in New York, where they had planned to spend their honeymoon, their renewed perplexity when he is found, the philosophy and humor which carry them through everything without ill temper or despair, this is the story. All ends happily, and the reader has laughed a little, which would seem to be the sole purpose of the tale. One might take exception here and there, but it is hardly worth while.

STEAMBOAT LORE.

Something akin to a real contribution to history is now to be credited to the free public library of Jersey City. Its Hudson-Fulton celebration souvenir, a pamphlet, is made up, in large part, of an historical sketch, "Sail and Steam," wherein is shown New Jersey's connection with the events commemorated by the celebration. The sketch and the other papers in the pamphlet were compiled by Edmund W. Miller, assistant librarian, from records and documents owned by the Jersey City library.

In the introduction it is pointed out how prominent a part New Jersey has played in the events recalled by the Hudson-Fulton celebration. The state's vital interest in navigation is emphasized. Its contribution to the progress of river transportation has been especially noteworthy, in spite of the serious handicap due to the monopoly granted by New York state, which for many years prevented the use of any steamboat on the Hudson river not controlled by Fulton and his associates. One of Fulton's most formidable rivals for the honor of introducing steam for propelling vessels was a Jerseyman, Col. John Stevens of Hoboken."

LONDON LITERARY NOTES.

There can of course be no high road to a clear discernment of the factors which govern the salability or otherwise of books and magazines, for the simple reason that these factors never remain the same for very long together. The public has a delicate palate in these matters and tastes its literature "as the mouth tasteth meat"; its diet must be constantly changed. At one time it is serious, thoughtful work that is in greatest demand, at another the lightest of fiction. A shaft aimed at the most cherished popular orthodoxy will often find the greatest support and in this connection a little note of the Spectator on Bishop Colenso's book in 1862 may be recalled: "Ten thousand copies of Dr. Colenso's book have already been disposed of, and the work is now stereotyped. Heresy clearly sells better than orthodoxy as such, as we know by the sale of 'Essays and Reviews'; but a bishop with steam up and off the rails is a sight that even the opaque medium of scholastic and numerical discussion will not prevent people from trying to get a peep at, if they can."

The triple section of the Oxford English Dictionary, Prophesy-*œ*-xix, is to be published immediately and consists of 204 pages—completing the seventh volume. This volume, O—P, contains 48,870 words and 175,130 quotations, bringing the total of words from the beginning of the alphabet to the end of P to 264,117.

In a prefatory note Sir James Murray points out that the article on "Put" is next to that on "Go" the longest as yet in the Dictionary. "Protestant" and "Puritan" come within this section, and also the misused phrase "the psychological moment."

"The Letters of John Ruskin," edited

by E. T. Cook and Alexander Wedderburn (Allen), is a valuable addition to the Puskin lit ary. These letters show the great moralist in a new light—in public he wore the mantle of divine discontent, in private, in his letters, a gentler light beams forth and the optimist is revealed to us. "You seem to want a very different world, Mr. Ruskin," said the Duke of Argyll to him once. "Yes, verily," was the reply, "new heaven and a new earth, and the former things passed away."

He believed absolutely that the dreariness, the selfishness, the unhappiness of the world, as he saw it reflected in the newspapers which he so cordially disliked, would pass away, and those nobler elements of human nature, would in God's good time triumph and rule throughout the world.

At the Carlyle centenary celebrations in 1895 Lord Morley, in the admirable address he then delivered, expressed a doubt whether any person then living had read through the whole of "Frederick the Great." Probably to the speaker's surprise, his doubt was immediately dispelled by numerous students of Carlyle, who alleged that they had read the whole work from end to end. Now we have Lord Rosebery's somewhat similar admission that Johnson's "Ramblers" and "Idlers" are dead to the present generation. So far no devout Johnsonian has come forward to declare that he has read the whole of these once famous works.

Jerome K. Jerome, author of "The Passing of the Third Floor Back," now meeting with such success in its dramatized form in New York, has written a book of homely fun and christened it "They and I."

Pronouns and combinations of pronouns for the titles of books are getting used up. We can recall George Sand's "Elle et Lui" and Musset's "Lui et Elle." Gyp named a book "Elles et Lui," and then, of course, in England there is Rider Haggard's "She." There is still room for "Thou and He," and—but we will leave it to authors who fancy this kind of title to find the others, if they must.

In its critique of G. M. Trevelyan's new book "Garibaldi and the Thousand" (Longmans) the Times has an interesting passage worthy of quotation in their columns. "Garibaldi is a standing proof, if one were needed, that the miracle worker is the miracle and that miracles are born of the spirit. He believed because it was impossible, and the dead was done. Everything—his own calamities, untoward accidents, the blunders of his friends, the blunders of his foes—conspired in the end to help him, these last more than all the rest. From the hour of his victory at Calatafimi, the battle which immediately preceded his taking of Palermo, the mistakes of the Neapolitan authorities were incredible. The whole story reads like some Old Testament story of a captive people under a foreign yoke. . . . For that matter nearly every story of liberation from 'The Oppressor's' wrong, the proud man's contumely finds its parallel in the Bible."

Two books of proverbs—"The Proverbs of Solomon," rearranged by G. Trench, and "The Proverbs of Wales," by T. R. Roberts—offer some food for the reflective temperament. Mr. Trench's idea of classification is a good one, and had he had the opportunity of imparting it to Mr. Roberts, the Welsh proverbs would have been the better presented. Some of the Welsh proverbs beginning with "goren" (best) are interesting. The best companion is a penny. The best kindness, to rebuke sin. The best hatchet, the one I own. The best friend, an acre of land. The best crooked thing, the crooked handle of a plow. The best hair, auburn.

Weather proverbs are frequent and very like the English, except in one instance, which reads: "It is best to be silent about the weather."

An Englishman could hardly have said that.

The Journals of John Wesley and the Journal of George Fox have long been acknowledged classics, but neither the one nor the other work it seems has hitherto been published in full as it was written. We are to have complete new editions of both. The Cambridge University Press announces the new editions of the Journal of George Fox, reprinted verbatim for the first time from the original manuscript and edited by Norman Penny. The new edition of Wesley's Journals has been in preparation for several years by the Rev. Nehemiah Curnock who is enabled to include a mass of unpublished matter. The Methodist Publishing House will publish it in a few weeks.

"Mr. Pope, his Life and Times," by George Paston, has just been brought out by Messrs. Hutchinson. The book is fully illustrated and is addressed, as the author puts it, to the type of reader who, when Pope is mentioned, exclaims, "Pope! that's the man who said that whatever is, is right." To this class of readers and those others who tend to confuse Pope with Solomon, the book is no doubt well suited.

Heineman's new list includes "Italian Hours," in which Mr. Henry James and Mr. Joseph Pennell have collaborated, and "A History of Japanese Colored Prints," translated from the German of Herr von Seiditz.

Longmans announce the posthumous work of the Rev. George Tyrell under the title of "Christianity at the Cross Roads."

"Napoleon and America" is the title of a book by Edward L. Andrews (Lamley & Co.), which leads down an interesting by-path of history. American affairs occupied the attention of Napoleon when he was a young officer. In after days his restless brain conceived great schemes in which the continent had no important part. Here, indeed, there was no sympathy. He thought, as

always, of his aggrandizement only

THE HOUSEKEEPER

Hints That May Help.

NEW SKIRT YOKES.

Whenever skirt yokes are worn there are many possibilities of remodeling. This season the fashion is a favorite one, and here are three yokes that can be utilized over any skirt and which consequently are available for remodeling as well as for new material.

They can be made to match the skirt or of contrasting material, with blouse to match the yoke, and treated in this latter way they present many practical opportunities. The yokes are all circular, fitted by means of darts, but show different outlines at the lower edge.

The material required for the medium size is, for any yoke, 1 yard 24 or 27, 1/2 yard 32 or 3/4 yard 44 inches wide, 1 yard of banding for No. 3.

The pattern (6478) may be had in sizes from 22 to 30 inches waist measure or 39 to 49 inches hip measure and both sizes ought to be given. The pattern can be had at any May Mantion agency or will be mailed on receipt of price (10c). Address May Mantion Pattern Company, 132-142 West Twenty-seventh Street, New York; or Masonic Temple, Chicago.

VEGETABLE RECIPES.

Marbled Potatoes—Three cups of mashed potatoes, beaten light with salt, butter and cream. Divide in half. In one half stir the white of one egg, beaten light. In the other half, stir the yolk of the egg and one-half cup strained tomato. Grease the baker and put the potatoes in alternate spoonfuls as in marble cake. Sprinkle with bread crumbs. Bake 20 minutes and serve in the dish in which it was baked.

Cabbage Leaf—You will find this a very delicious dish, taking the place of meat. Take an oblong loaf of bread and remove the crust, scoop out the inside, leaving a case having walls half an inch in thickness; saute in butter; shred a firm, small, well-blached cabbage, using a sharp knife; soak in cold water 30 minutes, drain and cook in an ungreased vessel in boiling salted water to which has been added a small pinch of soda. Cook 25 minutes, drain thoroughly and add salt, pepper and one tablespoon of butter. Fill the box with a layer of the vegetable and alternating layers of a mixture of bread crumbs and grated cheese, moistened with cream; finish with a thick sprinkling of grated cheese on the top. Place in the oven for 15 or 20 minutes; garnish with

finely chopped parsley.—Good Housekeeping.

SCARFS.

Silk is used for the scarf of mousse-line or chiffon which may be worn with some dresses to give that air of "sweet disorder" which to the poet was so distracting.

And they are also to be seen in the evening wraps which make an exquisite finish to a dress, but, being transparent, serve no purpose of warmth or covering. They are finished with a silken collar or hood richly worked in silk and gold, and are clasped about the neck with a curious brooch.—Exchange.

IN THE SHOPS OF ADVERTISERS.

The shopper will find Ward's, 57-63 Franklin street, a very desirable place for leaving orders for all kinds of engraved cards, stationery, announcements and wedding invitations.

At 4 Park square one may have the pleasure of inspecting a fascinating variety of Colonial mirrors displayed by Foster Brothers.

C. Crawford Hollidge's shop at 5 Temple place will be found an interesting place for the woman shopper to visit. This firm is showing an artistic line of new tailored waists, veilings, marabout stoles and muffis, stylish ruchings and many other articles which appeal to the feminine mind.

Miss Flaherty, whose specialty is French evening gowns, is also the builder of very smart tailored suits for street and church wear. Miss Flaherty's number is 420 Boylston street.

For very satisfactory work in upholstering the housekeeper should visit L. C. Stevens & Co. at 700 Washington street. The firm also supplies high grade draperies, shades and awnings.

The Suffolk Storage Warehouse Company is a most reliable and painstaking firm with which to entrust the storing of one's valuables or ordinary household goods. The telephone number of this firm is Roxbury 323.

There is always something of special interest to be found in the furniture stock carried by the reliable firm of Frank Ferdinand, Incorporated, near the Dudley street terminal in Roxbury. Just at present this concern is showing its host of customers beautiful buffets and chiffonieres which came from an immense bankrupt stock of superior goods, and are being sold at reduction prices.

The well-known firm of the Jordan Marsh Company, always awake to the trend of modernity and in line with the many features of Boston social life as they annually make their appearance, is presenting to the public one of the most

line of Liberty velveteens on sale at the Davis East India House, 373 Boylston street. A great feature of this velveteen is its imperviousness to water.

Walter M. Hatch & Co. at their fascinating oriental store at 43 and 45 Summer street are holding a sale of foreign rugs that one cannot afford to neglect. At this sale very handsome rugs in all the harmonious shades of the Orient, which were formerly \$30, \$35, \$40 and \$50, are being offered at \$25. If the shopper wishes to obtain a choice Katazak at a genuine bargain price, this firm now gives her the opportunity to do so.

C. B. Moller, Incorporated, of Cambridge is selling for only \$2.98 a brick-lined heater, the body of which is of heavy sheet steel. At this price this useful article is a great bargain.

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For beauty and durability would be hard to find a fabric which can excel the

notable lines of distinctively opera apparel and accessories ever displayed in Boston. In this exclusive stock one will find very handsome gowns, wraps and coats in a great variety of choice fabrics, some rare coiffure ornaments, dainty fans, many of which have the fragrance of sandalwood and are adorned with bits of hand painting, opera bags, modish scarfs, beautiful garnitures which give just the finishing touch to the evening costume, opera glasses and a host of little conceits for personal adornment.

CAMDEN-BELFAST LINE PROJECTED

Construction of Electric Road Skirting Penobscot Bay and With Many Connections to Begin Soon.

CAMDEN, Me.—As soon as a few

more land damages are adjusted work will commence on an electric railroad to skirt the western shore of Penobscot bay from this town to Belfast, a distance of 18 miles. At this town the new road will connect with the Rockland, Thomaston & Camden railway and at Belfast will eventually connect with a road which will some time be built to fill the gap along the bay and river shore to Bangor, through Searsport, Stockton, Frankfort and Winterport. When this is done and the proposed cross-country link is built from Rockland to Augusta, the Bangor to Chicago dream will be realized.

The line of seacoast from Camden to Belfast has up to this time been almost uninhabited. The building of the road will open up hundreds of as beautiful cottage sites as there are on the Maine coast.

The road will run directly through the famous campground of the Maine Wesleyan Association at Northport. The line also runs directly through the little hamlet of Lincolnville beach. All the way the broad Penobscot bay is spread out to the gaze. Seven-hundred-acre island, the summer home of Miss Rose Cleveland, is in plain sight and further up rises the white tower of Grindal Point light, marking the entrance of Gilkey's harbor.

line of Liberty velveteens on sale at the Davis East India House, 373 Boylston street. A great feature of this velveteen is its imperviousness to water.

"Toasterettes," which are manufactured by the Johnson Educator Food Company, are the legitimate accompaniment of the soup or salad course at dinners, and perhaps it is safe to say that today it is the favorite of all crackers on the market. This company is the manufacturer also of very enjoyable breakfast foods.

If the laces or the wearing apparel are soiled the housekeeper is not worried or even much annoyed, for she knows that the remedy is not far removed with Lewando's shops right at hand. Here one can leave the most delicate fabric for cleansing with the full assurance that it will be returned immaculate and in a perfect condition.

For beauty and durability would be hard to find a fabric which can excel the

territory served by Essex Station. Black Square shows Entrance and Exit. Black Circles Show Entrances. Black Cross shows Exit.

Please Save This for Reference

No. 6

ESSEX STATION, Wall Signs DRAB

To Boston

People from parts of Brookline and Jamaica Plain, from Roxbury, West Roxbury, Forest Hills, Dorchester, Roslindale, Mattapan, Neponset and South Boston, by transfer, and also those from the neighborhood of Dudley Street, Northampton Street and Dover Street Stations, leaving the elevated trains at Essex Station by the exit at

In order that our patrons may have a better knowledge of the facilities supplied by this Tunnel, we are publishing information concerning each of the stations.

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Please Save This for Reference

No. 6

ESSEX STATION, Wall Signs DRAB

To Boston

People from parts of Brookline and Jamaica Plain, from Rox

NEW YORK TEACHERS CARRY SALARY FIGHT TO THE LEGISLATURE

Increase in City Budget Now Declared to Be Mandatory Expenses Only, Thus Forcing Further Action.

FAIL TO LOSE HOPE

NEW YORK—The campaign of women teachers to obtain an increase of salary has had but little effect in the framing of the budget for 1910. In the reported decision of the mayor and comptroller to fix the budget at \$163,000,000, there is indicated an increase of \$7,000,000 over the budget for 1909, and this, it is stated, is only for mandatory expenses. It will not include the demands of the teachers, who will be compelled to carry their fight to Albany to secure legislation to bring the result for which they have been fighting for three years.

It is hoped in educational circles that the decision of the court of appeals, which makes the city much richer than even the most sanguine had anticipated, will result in the immediate provision for some new school building construction. The need is urgent and no general construction contract has been let for over a year.

Railroad farming received the stamp of approval this year in New York when the two experimental farms operated by the Long Island Company at Wading River and Medford, received 24 first, 23 second, and six third prizes at three fairs, namely the Riverhead fair, the American Institute of New York city and the Huntington Horticultural and Agricultural Society exhibit. These exhibits showed that the Long Island farmers are adopting modern practices which had not been initiated until the Long Island railroad established its experimental stations in 1905 and 1906. The farms comprise about 90 acres of land.

The report of the national committee on welfare work of the woman's department of the National Civic League shows that conditions have been greatly improved in a large number of factories by the work of the committee. It says that employers are beginning to realize that it is profitable to treat their employees properly. Especially is this true of "sweat shops," where, in a great many cases, the owners have been persuaded to make their places sanitary. In sections of Brownsville, Brooklyn, however, it is said the sweatshop system still obtains. But work will be continued to eradicate them.

The committee has asked the state labor department to appoint more and better factory inspectors so that sanitation may be assured and "overwork" eliminated.

Advices from Asheville, N. C., state that the southern estate of George W. Vanderbilt at Biltmore has now been enlarged by different purchases until it includes mountain forest areas aggregating 130,000 acres. Mr. Vanderbilt, after studying the subject abroad, is trying an experiment in forestry which no other American millionaire has yet taken up. His object is to make his immense forest tract self-sustaining. There was at first a good deal of opposition to Vanderbilt's acquisitions of large forest tracts, but now has the state of North Carolina, the general government and most of his poor neighbors on his side.

The Vanderbilt game preserve is now the largest in America and one of the largest in the world. Roaming the 130,000 acres of forests are thousands of bears, squirrels, deer and almost innumerable pheasants, rabbits, partridges, quail and wild turkeys. The lynx, now extinct in the forests in the middle and New England states, are said to exist in considerable numbers in the Biltmore forests, along with wildcat, wild boar and wild goat. The biggest bears east of the Rockies roam the remote stretches of the preserve.

VOTED BIG SUM FOR GOOD ROADS

TULSA, Ok.—By a vote of two to one, Tulsa county registered itself emphatically for good roads and voted \$400,000 in bonds to build a system that will embrace the whole county. Lincoln county already has built more than 30 miles of good roads and Logan county will vote soon on a proposition to issue \$300,000 in bonds for the same purposes.

The total issue of bonds voted was \$700,000, out of which will come the \$400,000 road fund, \$250,000 for a new courthouse and jail and \$75,000 for bridges. A proposition to take in a township and a fraction of Waggoner county also carried.

CANADA OFFICERS SETTLE PROTEST

MONTREAL—The protest against the election of Joseph L. Laferte as provincial member for Drummond and his counter-contestation against Napoleon Garneau, his opponent, in the elections of June, 1908, have been settled by agreement between the parties to drop their charges against each other. Mr. Laferte agrees to resign his seat and the conclusion of the election.

OREGON LUMBER MILL TO REOPEN

One of the Largest on the Pacific Coast Has Been Shut Down for a Little Over a Year.

CARLTON, Ore.—The Carlton Lumber Company of this place has definitely announced that it will start its big mill on or before Nov. 1. This plant is one of the largest and most modern of any on the coast, and has been shut down for a little over a year. The company now has a crew of millwrights overhauling the machinery, and will start sawing as soon as the machinery is limbered up, as it now has enough logs in the pond for a few months' run and has already started logging operations in the camps on the North Yamhill river. It intends to start driving on the river as soon as the fall rains set in and give a sufficient head of water. The company will employ when in full operation about 200 men in the local plant and the camps, a greater portion of whose families will reside in Carlton in order to take advantage of the school facilities afforded here.

TOWNS OF ONTARIO TO CONSTRUCT LINE RAILROAD REFUSED

Syndicate of Manufacturers Decides to Build From Cobourg to Toronto and Will Ask for Charter.

BONDS NOT NEEDED

OSHAWA, Ont.—The three towns of Oshawa, Whitby and Bowmanville are to secure the railway accommodation denied them by the Canadian Northern.

A syndicate of Oshawa manufacturers will build an electric road from Cobourg to Toronto. Application will be made to the Dominion Parliament at the approaching session for a charter for the "Toronto & Eastern," as it will be known. A Dominion charter is sought, rather than a provincial one, principally because it has not the 25-year limit.

It is proposed to serve the towns named above and the village of Pickering, and to enter the city via Agincourt. A 45-minute service between Oshawa and Toronto is promised.

The new road is an outcome of the resentment felt by manufacturers and other prominent residents of the towns affected toward the C. N. R. Funds for construction will be provided without the necessity of a bond issue.

Application has also been made to Parliament by the C. P. R. for two years' extension of their charter to build a line between Blairton and Ivanhoe, southerly through Peterboro, Hastings and Northumberland counties, to Cobourg, thence westerly through North Durham, Ontario and York, to a point on the C. P. R. between Locust Hill and Leaside Junction, passing through Campbellton, Cobourg, Port Hope, Newcastle, Bowmanville, Oshawa and Whitby.

The distance from Toronto to Cobourg is about 70 miles.

ROXBURY CHURCH HAS ANNIVERSARY

The Eliot Congregational church, Roxbury, observed its seventy-fifth anniversary with two special services on Sunday. The morning service was conducted by the Rev. Dr. B. F. Hamilton, pastor emeritus, who delivered the historical address.

In the evening the Sunday school held anniversary services under the direction of Clarence T. Moor. An historical summary of the Sunday school was given by Mr. Moor, after which Edward W. Schuerch gave an address.

This evening the Christian Endeavor Society anniversary will be held and continued throughout the week.

FINISHING MAINE'S CONCRETE BRIDGE

WATERVILLE, Me.—The concrete bridge across the Kennebec river between here and Winslow, the first of the kind in Maine, will be completed, so far as the concrete part of the work is concerned, in about 10 days. The electric cars will probably be running over the bridge Dec. 1.

Up to the present time 3000 barrels of concrete have been used. The contractor is employing a crew of 75 men on the job with a pay roll of \$1500. The bridge is 481 feet long and has four spans, two of them being 133 feet long, one 129 feet and another 84.

WELSH SONG FEST FOR POULTNEY, VT.

POULTNEY, Vt.—A great eisteddfod, or Welsh song festival, will be held here Oct. 30 in commemoration of the jubilee day of Neffis lodge, 25, I. O. O. F., organized in 1852.

Lieut.-Gov. J. A. Head will preside in the afternoon; John Williams of Albany, commissioner of labor for New York state, will speak in the evening.

In the Realms of Music

SYMPHONY CONCERT.

THE third Symphony concert was one of Mr. Fielder's lucky examples of program building. Bantock's "Pierrot" overture, played for the first time in America, Joachim's violin concerto, with Prof. Willy Hess as the soloist, and Beethoven's eighth symphony had novelty, virtuoso brilliancy and placid classicism all in their right proportions.

Chronologically it was an upside down arrangement, but chronology seems to be a less important consideration with the builder of programs orchestral than with the builder of programs pianistic or vocal. Suffice it that the three works of Saturday evening, played in the order given above, had a unity of esthetic effect; yes, whether a historian could be persuaded of it or not, there seemed to be a growth in artistic purpose from the first piece to the last. For if Beethoven had known all that Bantock's generation knows of orchestral color, if he had known all the varieties of tone expression that composers of Joachim's day knew, he would not have needed to make the eighth symphony different in a single note.

Bantock's work is called a comedy overture and rightly so, because it has a clear course of dramatic action which runs along pleasantly through various incidents and situations, until it comes to a satisfactory artistic conclusion. No music ever justified its program better.

While it does not attempt to tell literally the story of Pierrot's love for the Moon Maiden it does relate the hero's twilight adventures so that the listener knows when and where everything happens. The music abounds in originality of detail though in its main traits it resembles the work of other composers whom there is no difficulty in naming. Its whimsical and fantastic descriptions are all after the manner of the "Nut Cracker" dances of Tchaikovsky; its love scene is plainly in the style of Richard Strauss. Bantock owes nothing to Tchaikovsky but his technique of description; his rhythm is all his own. The overture is remarkable for its adaptation of orchestral color to specific program uses; the piece has structure, firmly joined structure; but detail of color is its main resource of expression.

The Joachim concerto was played by Mr. Hess in a manner that displayed the intellectuality of the music without coldness and that disclosed all it contains of the romantic and passionate without exaggeration. The music is very formal, the balance of orchestral accompaniment to the solo part rigorously correct, yet the music has geniality and earnestness, and when interpreted by the faultless tone and the restrained execution of Mr. Hess, its appeal was not to be resisted.

Mr. Fielder's conducting of the eighth symphony must have banished from everybody's mind the idea that the present conductor of the symphony concert is not interested in Beethoven.

Neither in the old days of the orchestra nor in its latter days has that composer been interpreted to better emotional purpose than on Saturday evening. And it was not merely a performance of the allegro with the other movements dutifully played through, because they happen to be the setting of that pretty bit of inspiration; the whole work was taken up in Mr. Fielder's best manner and given a unified, vigorous reading.

BEN GREET PLAYERS.

On Saturday afternoon in Symphony hall, the Ben Greet players presented their version of Shakespeare's "Midsummer Night's Dream." Added to the unique value of Mr. Greet's method of production was the performance of Mendelssohn's music for the comedy by Mr. Strube and 50 Symphony players. The nocturne and the well-loved "Spring Song" were interpolated for full measure.

All that need be said about the quality of this music has been said generations ago. Suffice it that here Mendelssohn is reflected as in a mirror. His refined and gentle art, with its purity of atmosphere and flawless workmanship, was peculiarly fitted for this sweet comedy of fairyland.

All was played under Mr. Strube's unobtrusive hand with exact balance and beautiful tone.

Discussion as to whether this interesting

revival of old time theatrical methods is the best way to produce Shakespeare is properly within the province of our colleague of the dramatic column, as is also any technical criticism of the acting. But the illusion achieved without scenery or lighting effects as now understood is at once a marvel and a delight.

The Athenian costume must have been as trying as the modern dress suit. One must have found it hard to distinguish the respectable citizen from the tramp; did they have the latter in those days?

Yet one could not deny the effect produced by the manly presence and beautiful voice of Eric Blom as Lysander.

Imposing, too, was the Demetrius of David Proctor. And it is a pleasant thought that the true descendants of these Greeks are with us today in patriotic America — albeit sometimes of humble station, but kings in appearance, and rejoicing in the noble names of their native folk lore.

Ruth Vivian as Titania was a charming

if somewhat too substantial, queen of the fairies; and in an excellent ensemble praise is due to the Puck of Millicent Evison, Violet Vivian as Helena, Keith Wakeman as Hermia, and George Vivian as Oberon, not forgetting the most excellent comedy of Mr. Greet as Bottom, an impersonation which evoked both laughter and applause.

Up to the present time 3000 barrels of concrete have been used. The contractor is employing a crew of 75 men on the job with a pay roll of \$1500. The bridge is 481 feet long and has four spans, two of them being 133 feet long, one 129 feet and another 84.

The new popular classes in sight singing were begun successfully on Sunday afternoon in the American Music hall. To the 120 persons who were in attendance Mr. Cole outlined his new method of reading music by means of interval syllables, and before the hour was over he gave them, with the assistance of Mr. for the spring and summer of 1910.

STATE REGISTRATION CITED TO SHOW KEEN CAMPAIGN INTEREST

Republicans Claim That Most of the Gains in the Listing Have Been Made in Their Own Towns.

MR. O'NEIL IS ACTIVE

There are many things which indicate that there is a greater interest in the coming state election Nov. 2 than the attendance at rallies, both Republican and Democratic, would go to show. One of these is the fact that registration in the towns, which closed Saturday night at 10 o'clock, appears to be nearly as large as last year, judging from the scattered returns which have so far come in. It is in the strong Republican towns, it seems, that the gains have mostly been made; and most of the towns are Republican anyway. Consequently Republicans feel very well pleased and are confident that good work has been done by their town committees along this line.

The Democratic leaders also see something on which to pin hope in the registration, and claim that a good deal of the gain is Democratic, and that this is consequently a Democratic year. Chairman McLeod of the Democratic state committee says the registration indicates the election of both Mr. Foss and Mr. Vahey. The registration in the cities closed Oct. 13, and was very large for an off year. Both parties glean hope from this situation and trust that the result will be favorable by reason of the large registered vote. There is no doubt that a great deal of work has been done by both political parties to stimulate registration—much more than is usual in an "off" year. Republicans started out to keep their vote up to that of presidential year, and Democrats to increase theirs if possible.

This week will practically wind up the active campaigning. Afterward there will remain the most important thing of all to be done, the getting of the voters to the polls. Undoubtedly this will be done more thoroughly than in many years, not even excepting a presidential election. No effort will be spared on either side to see that every man votes who is in the state on Nov. 2. Of course, it is impossible to get more than a certain per cent of the registered voters. Seventy-five or 80 per cent is a pretty large proportion. Some cities and towns make a much poorer showing.

A good deal of attention will be given by both sides this week to the city of Boston. Whirlwind tours of the city will be made by both sides with their best orators, and every ward will be given an opportunity to hear the speakers discuss the issues.

The state campaign is not finished before the city campaign begins to assume shape. It is now practically assured that former Congressman Joseph H. O'Neil will be a candidate for the Democratic majority nomination, in case plan 2 is adopted, and very likely in any event. Mr. O'Neil in presiding at a Democratic rally in the Dudley street opera house, declared that he had been dragged, probably, into more fights than any other man in Boston politics. Some of them he had won, some he had lost. If he was dragged into another fight this year and was defeated, he would be found standing right at the back of the man who was chosen as the Democratic candidate.

This is sufficiently lucid to show the trend of Mr. O'Neil's present intention. The Fitzgerald men accept it as a declaration that the ex-major has got to fight for the nomination.

In the district attorney canvass there are indications of a number of weak spots in Boston for Joseph C. Pelleter, the Democratic candidate. There is a probability that Democrats will go to Mr. Hill in large numbers. South Boston and Charlestown are regarded as dangerous points by the Democrats, but they hope to patch up a truce until after election. It may not be possible to do so.

Number four is the most important of these changes according to local opinion. The question of the city's debt limit, often a vexatious issue, was settled last week by the highest court in the state. An action was brought to enjoin the issuance of subway and other public construction bonds and the decision renders it possible for the municipality to at once borrow \$54,759,646.

The constitutional amendment, if passed by popular vote, it is estimated would make available about \$125,000,000 besides this amount already named. As the \$54,759,646 is all that is required at present for the immediate needs of improvement there is a feeling here that the decision of the court has discounted the potency of the proposed amendment. In well-informed circles the opinion is current that the basis of the city's credit ought not to be tampered with, provided the necessary funds to meet urgent requirements can be supplied from other sources.

The situation is complicated, however, by the fact that the amendment affects other cities in the state as well as Greater New York. In these cities the amendment may still be required to meet local financial contingencies. It is an open question, therefore, and one of considerable difficulty, to determine what action on the amendment would be of greatest benefit to the whole state.

Another interesting proposition is the referendum which asks if the Seneca and Cayuga canal shall be improved at the cost of \$7,000,000. The Seneca and Cayuga canal connects with the Erie canal and the Seneca and Cayuga lakes and thereby opens up extensive territory for waterway transportation.

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We would take pleasure in referring you to well known Brookline people to whom we have sent merchandise. We especially would like to direct your investigations to a workmanlike shade and drapery order which we recently carried to businesslike completion—to the absolute satisfaction of the customer. Such references will be sent on request. We mention these things not boastfully but to acquaint you with this "different" store. Of course what is good, for Brookline applies with equal force elsewhere. We would like to run up in our auto with our line of Art Wall Paper, Drapery Textures and portfolios of plates of Furniture of CHARACTER. Telephone or write us. Efficient men await your commands.

THE C. F. WING CO., NEW BEDFORD, MASS.

SCHOOLS SCHOOLS

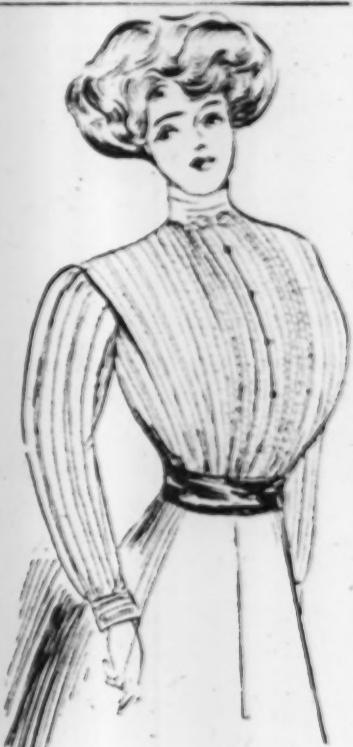
Leland Powers School of Expression

Limit of Enrollment Reached for 1909-10 on September 28

The Registration for 1910-11 Has Already Begun

PLUMMER'S

The Vogue of the Tailored Waist



You would pay four to five dollars for a waist made to order from these imported materials. These waists are perfectly matched—made under our direction and the laundering is perfect and equal in every respect to custom made.

Fine collection of colored striped waists, made in shirt model with cluster tucking each side of center plait; broad plait at shoulder; button front, with pearl buttons; French back, laundered collar and cuffs, light and dark tan, gray and lavender, blue and tan.

AMHERST COLLEGE GYMNASIUM OLDEST OF KIND IN AMERICA

Barrett Hall Has Just Passed
the Fiftieth Anniversary of
Founding at Massachusetts
Institution.

AMHERST, Mass.—The Barrett gymnasium of Amherst College, or as it is known, Barrett hall, has just passed its fiftieth anniversary, the corner-stone having been laid Oct. 13, 1859. It was the first college gymnasium to be erected in this country. Harvard University had a building in Cambridge, where a man was hired to help whatever students came to him for instruction in boxing and wrestling, but there was no system about the work, and no supervision on the part of the college authorities.

According to Dr. Hitchcock, for years the head of this department of work in Amherst College, the man who led in the movement to erect a gymnasium here was President Stearns, who believed that it was a mistake to ignore this sort of work, as the colleges as a rule did at that time, and who determined that a change should be brought about at Amherst. He managed to arouse interest in his views, and finally the trustees were led to view the matter in the same light that he did. Dr. Henry Ward Beecher, Dr. Nathan Allen and Dr. Alden were the members of a committee, which, headed by President Stearns, conferred in order to adopt some definite plan.

Through the efforts of President Stearns and Dr. Allen, the trustees were brought to adopt the policy which has characterized the institution through many college generations, which has included not only compulsory exercise, but instruction to all students in this branch.

When the system of training had been decided upon it was time to make plans for a building, and funds were raised through the generosity of friends of the college, chief among whom for his interest and generosity was Dr. Benjamin Barrett, in whose honor the building was named.

Work was required of each student in the gymnasium four days in the week, the work being planned and led by Prof. J. W. Hooker, who came here from New Haven, Conn. The apparatus was simple and now would be thought rather crude.

Heavyweights were then in favor, and 100 pound dumb-bells were provided.

There were regular class exercises but no grading was done and at first very little individual work with the students.

The system of measurements as well as many other important features of the splendid gymnasium system in Amherst today were added later on, and the credit for this, together with many other important steps of progress, is due to Dr. Hitchcock, whose work in improving this department has been unflagging, and Barrett gymnasium stands today as the monument to the establishment of the system of systematic physical education in American colleges.

COACHES HARVARD FRENCH PLAY.

Announcement is made that M. Darmand has been chosen as coach of the twenty-third play to be given by the Harvard Cercle Francaise early in December. The play is the three-act comedy "Les Eoliard," by Ordonneau, Dalaubre and Kerouil.

What Other Editors Are Saying

THE meeting of Presidents Taft and Diaz is specialized as a historic event of considerable importance by the press of the nation. Many newspapers look upon it as a sign of mutual friendship and recognition of common interests. The following extracts from a number of papers refer to the meeting in an interesting way:

PHILADELPHIA INQUIRER—The greetings which have just been exchanged on the banks of the Rio Grande may be construed as expressing on the one side an appreciation of a cooperation which has been found extremely helpful and on the other an assurance that this helpful cooperation will be continued. That and no more than that may be taken as the meaning of a rather remarkable event.

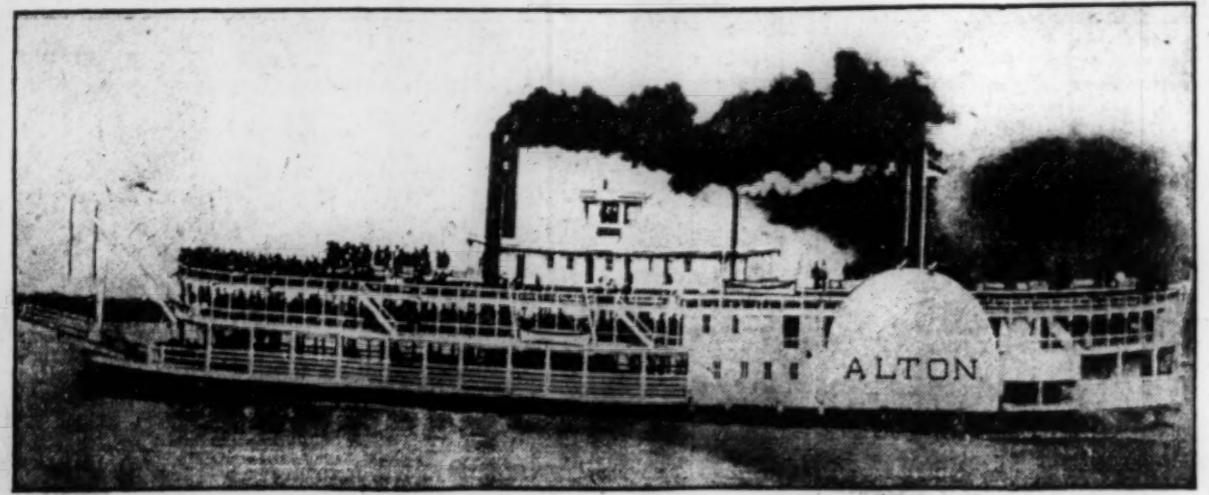
BOSTON ADVERTISER—Through the handshakes and greetings exchanged by President Taft and President Diaz at El Paso and at Juarez a message is sent to all of Latin America and echoed back to Washington. The note of that message is good will, understanding, mutual friendship and realization of common interests.

NEW YORK WORLD—As the two Presidents stood together, first on the American and again on the Mexican side, they represented the natural closeness of interest that unites the two nations in friendship and material advancement.

BUFFALO COMMERCIAL—The international event on the Rio Grande is of unusual interest, and will command attention not only in this country but throughout the world. Meetings between European rulers are of common occurrence; but it is very seldom that an American President has the opportunity to grasp the hand of the chief executive of another nation.

NEW HAVEN PALLADIUM—The meeting of the Presidents on the Texas border was upon neutral ground. But even then President Taft had a decided advantage over President Diaz, inasmuch as the latter does not cover much ground.

One of President's Fleet on Trip Down Mississippi



STEAMBOAT ALTON, WHICH WILL CARRY ST. LOUIS BUSINESS MEN'S LEAGUE.
This vessel will make the trip from St. Louis to New Orleans with 21 other craft that constitute President Taft's flotilla. The boat itself is a typical, Mississippi steamer.

(Continued from Page Four.)

for the time being I am at the head of the nation. You come to see me on that account. I doubt if your fathers had much to do with my selection. But sometimes in a republic, you have to submit to things you cannot help and you have to get along the best way you can with a bad job.

"Now, my boys and girls, I did not come out here to deliver an address. I hope that as you grow to manhood you may look back to this occasion and remember the first President of the United States whom you have seen, and that you will remember him (I don't want you to remember him as a person, as a large, round man) as the representative of that sovereignity of the nation, which it is your duty, and I doubt not, your pleasure, always to love and respect."

Trip to Be a Long Picture of Chief Waterway Needs

NEW ORLEANS—In one way, the trip of President Taft down the Mississippi river will be more of an "object lesson" than was the like voyage of Mr. Roosevelt, made for a similar purpose. Not only will President Taft travel over 800 miles more river than did ex-President Roosevelt, but he will see more diversification of river improvement work.

The most powerful dredge-boats on inland rivers will be represented by the best of the class, actively at work sucking up with giant syphons hundreds of thousands of yards of mud and silt from shallow places, blowing that enormous tonnage of weight through jointed sections of huge pipes, perhaps a mile in length, to fall harmless in some deep hole in the stream.

This is but the proverbial "drop in the bucket" in the deeper water scheme advocated by the congress the President is to attend, but it is a help gladly received by steamboatmen, whose dread of shifting, shallow "crossings," or passages through the sandbars incident always to wide places, or "reaches" of the river, is much abated by the dredges. Revetment work is being done at many points between Cairo and Baton Rouge, and will become more active as the river declines.

With a modicum of attention to these internal waterways, it is claimed that all kinds of southern freights would flow into and out of them, adding to the tonnage of the Mississippi flotillas. Even now the wood-working plants along these rivers are shipping thou-

sands of carloads of their products to far-off centers on the Ohio, Illinois and upper Mississippi, and the hundreds of like plants on other side streams would eagerly follow the example, it is said, if encouraged by promise of permanent waterways to place capital in boats and barges.

These matters will be laid before the President and before others interested through government appointment, as they are shown the long lines of old levee, the swarms of men building still other lines of new, the weaving of mattresses with whole trees for the filling, the scores of stone barges, their contents all ready to sink these mattresses against unstable banks that are falling into the river and make them enduring;

the great white dredges, their black funnels belching smoke and their blow-pipes belching mud; the snag-boats, the "mosquito fleet" of survey boats, darting back and forth between men wagging each other with a mile or two of river separating them, and planting red and white banners to show where further work is needed.

ST. LOUIS—There is a tie-up of regular packets here, owing to the negro deckhands' refusal to work before President Taft leaves. Deckhands refused

an advance of \$90 a month to take out the packets Dubuque, for Keokuk, Iowa, and the Bald Eagle, for Peoria, Ill. Some of the negro deckhands expect employ-

ment on the Taft fleet to New Orleans.

REAL ESTATE NEWS

MARY CONLON has transferred to Sutton Scriggs a block of frame apartment houses at 20 to 30 Vale street, Roxbury, assessed on \$11,400, of which sum \$3,000 is on the 9492 square feet of land.

The property at 58 Robeson street, Jamaica Plain, consisting of a modern frame house of 11 rooms and 6238 square feet of land, has been acquired by James O. Cook, Margaret Huntington being the grantor. The estate as a whole is rated by the assessors as worth \$9500. R. S. Barrows was the broker.

LARGE BRIGHTON SALE.—Nearly \$19,000 in taxed valuation is represented in the sale just made of the block of frame apartment buildings and 7993 square feet of land at 84 Franklin street, Brighton. Alfred Pinkerton sells to Jacob Jasper.

STATE BUYS SOUTH BOSTON LAND.—The metropolitan park commissioners have taken title to two plots of land in South Boston, which will be used for a playground. One lot contains 17,449 square feet and was purchased from George Lemist Clarke and others, executors; the other plot contains 2394 square feet, and was bought from Eliot N. Jones, who was the broker.

CHANGES IN WINCHESTER.—George Adams Woods, Easton building,

has sold for Carrie M. Brigham the new 9-room house and 7500 square feet of land at 85 Highland avenue. George Loomis buys for his daughter.

Through the same broker Robert J. Smythe has sold his 12-room house and 11,181 square feet of land at the junction of Warren and Copley streets to John W. Souther, who buys for immediate occupancy.

Mr. Woods has also sold for Ripley & Hoyne lot 15 Sheffield west, containing about 9280 square feet of land, to H. C. Buckingham, who has plans for a 12-room cement house to be built this fall.

STATE CHALLENGES SENATOR ALDRICH TO DEBATE "CENTRAL" BANK

ELIZABETH, N. J.—Charles N. Fowler, representative in Congress from the fifth New Jersey district and former chairman of the House committee on banking and currency, has addressed an open letter to Senator Nelson W. Aldrich of Rhode Island, chairman of the monetary commission created by Congress, and also chairman of the finance committee of the Senate, challenging him to a joint debate in one or more leading cities up to 100 on the subject of a central bank.

In the letter Mr. Fowler says he is opposed to the establishment of a cen-

tral bank under existing conditions, because he believes with it would come a most discouraging and disheartening favoritism and the ultimate destruction of our purely individual and independent form of banking. The letter says:

"I assert that you cannot successfully and beneficially superimpose a monarchical form of banking upon nearly 25,000 individual, independent, free banking institutions which have grown up and developed in harmony with the principles of our republican form of government and are themselves republican in form and character."

PRINCETON TODAY ANNOUNCES GIFTS

PRINCETON, N. J.—Gifts to the amount of \$57,417 have been received by the Princeton University trustees during the last month. Secretary McAlpin of Princeton University makes public announcement of this today, together with the recent appointments to the faculty.

The various items of donations are as follows: From miscellaneous sources for salaries, \$9838; for fellowships, \$4225; for books, \$275; from graduate council for current expenses, \$34,043; from ladies' auxiliary, \$1311; from Mr. and Mrs. M. Taylor Pyne, for finishing of Campbell hall, \$225; from Mrs. M. Taylor Pyne, for endowments to the Historical seminary, \$3600; from Mrs. George B. Roberts, for founding of scholarship, \$2500.

LOWELL COURIER-CITIZEN—In all the years of his long term of service, the President of Mexico has never made such a journey, and his contemplated trip across the border was in fact authorized by a special act of the Mexican Congress.

CONCORD (N. H.) MONITOR—The meeting of Taft and Diaz reminds us that while the United States has achieved greatness, Diaz is doing his best to thrust it upon Mexico.

AERONAUTS NOW TO BE LICENSED

PARIS—The French Aero Club has made a radical departure in the rules for future aviation meets by adopting a licensing system which will require every aviator to hold a license for efficiency.

There was much opposition to the rule as it was thought it would cut down the number of entries in future meets, but the "safe and sane" advocates carried the day.

OFFERS FARM FOR REFORESTING.—GOSHEN, Vt.—Charles Downer has offered his large farm to the navy department for reforestation purposes and a game preserve.

NEW VICE-CONSUL AT AMOY.—AMOY, China—Surgeon A. D. Foster has been appointed vice-consul here.

HORSE HOLDS OWN AGAINST MOTORS

WASHINGTON—The horse as a means of transportation is more than holding its place under the competition of the automobile, according to Maurice Connolly, retiring president of the Carnegie Builders National Association, which ended its convention here last week.

Mr. Connolly says the trade in horse-drawn vehicles this year was greater than ever before, and the business already booked for the coming year will eclipse all previous records.

AIDE FOR NAVY SECRETARY.—WASHINGTON—It is announced at the navy department that Commander Philip Andrews will report today as aide and naval adviser to Secretary George von L. Meyer.

NEW HAVEN PALLADIUM—The meeting of the Presidents on the Texas border was upon neutral ground. But even then President Taft had a decided advantage over President Diaz, inasmuch as the latter does not cover much ground.

JUDGE H. N. LURTON PICKED AS JUSTICE OF SUPREME COURT

Head of Sixth Federal Circuit Seems the Favorite for Place of Mr. Peckham—Mr. Bowers Mentioned.

BOTH ARE CAPABLE

WASHINGTON—Circuit Judge Horace H. Lurton of Nashville, Tenn., now presiding over the sixth federal judicial circuit, which includes the districts of Ohio, Kentucky, Tennessee and Michigan, will probably be appointed by President Taft to fill the vacancy on the supreme bench, in the opinion of many administration officials.

If it should be decided not to name Judge Lurton it is believed the appointment will go to Lloyd W. Bowers of Chicago, solicitor-general of the department of justice.

President Taft has the highest regard for the legal attainments of both and it is said he has privately announced his desire to see both on the supreme bench, should the opportunity to put them there occur during his administration. There is, however, one possibility, that might prevent him from giving the present vacancy to either.

It has been the custom to follow a geographical rule in the selection of the justices, and neither Lurton nor Bowers resides within the geographical limits of the second judicial circuit over which Justice Peckham presided. This circuit includes Vermont, Connecticut and New York.

The rule, however, was disregarded by President Cleveland and later by President Roosevelt, who appointed Justice Moody.

Judge Lurton, like the late Justice Peckham, is a Democrat. But he has the reputation on the bench of knowing no litigant's politics. It is claimed that he is a great constitutional lawyer and from decisions he has made it is predicted that, should he be promoted to the supreme court, the progressive policies of the administration with regard to the control of corporations, etc., would find him a strong supporter.

Solicitor General Bowers was counsel for the Chicago & Northwestern railroad when President Taft invited him to become part of his administration. A prominent official declares that one reason which induced him to relinquish that high salaried position was that, in making him the offer, the President hinted that it would be a stepping stone to the supreme court.

Others regarded as possible appointees are Henry M. Hoyt of Pennsylvania, counselor of the state department and formerly solicitor-general; James S. Harlan of Illinois, a member of the interstate commerce commission and a son of Associate Justice Harlan of the supreme court; Frederick N. Judson of St. Louis; former Secretary of War Luke C. Wright of Tennessee; Judge Howard Hollister of Cincinnati; Secretary of War Dickinson; Senator Root of New York, and Secretary of State Knox.

CHILEANS HONOR GEN. SAM MARTIN

SANTIAGO, Chile—The memory of Gen. Jose De San Martin, a celebrated Spanish-American general in the war for independence, whose brilliant victory at the Maipo, April 6, 1818, virtually drove the Spaniards from Chile, was honored here Sunday.

BOULOGNE-SUR-MER—An equestrian statue to Gen. Jose De San Martin, the South American liberator, was unveiled Sunday with imposing ceremonies. The South American diplomatic representatives, as well as those of several other countries and a number of French government officials, were present. Henry White, the American ambassador, had a special place of honor.

Mr. Woods has also sold for Ripley & Hoyne lot 15 Sheffield west, containing about 9280 square feet of land, to H. C. Buckingham, who has plans for a 12-room cement house to be built this fall.

RUSH CAMPAIGN IN PHILADELPHIA

PHILADELPHIA, Pa.—The local political campaign in which the independent Republicans are endeavoring to break the power of the Philadelphia Republican organization, entered upon its last week.

The work of replacing the trestle with the steel bridge commenced Sunday. One track was replaced at a time in order that traffic be not unnecessarily interfered with.

Work on the grade crossings was commenced early in the summer and a week ago the actual separation of the grade appeared when the Boston Elevated Railway Company ran its cars beneath the bridge. The street beneath the railroad bridge will not be open for travel for two weeks.

GOVERNOR LEASES HOME FOR WINTER

Governor Eben S. Draper has leased for a winter home the residence of Mrs. John C. Phillips, at the corner of Berkeley and Marlboro streets. Mrs. Phillips and her daughter expect to be abroad during the winter, thus making this building available for the Governor. It is situated in an admirable location for this purpose, and will serve instead of the Governor's former residence on Beacon street, which was damaged by fire a few weeks ago.

LAST 6 DAYS Food Fair

LYNN, Mass.—The women's clubhouse in Washington square, Lynn, which is now practically completed, will be the scene of a house warming and fair to be held Wednesday, Thursday and Friday of this week. The clubhouse was built through the efforts of the different women's clubs of Lynn.

COUNTING MALDEN TROLLEY RIDERS

Two Malden police officers have been detailed to count the passengers riding to and from Boston over the Boston Elevated-Boston & Northern cars via Sullivan square at the request of Mayor Richards. The counting is being done to further the work of the city in its petition to the railroad commission for a five-cent fare within the city limits. On this line two fares are now paid by Malden residents.

WOMEN TO OPEN LYNN CLUBHOUSE

LYNN, Mass.—The women's clubhouse in Washington square, Lynn, which is now practically completed, will be the scene of a house warming and fair to be held Wednesday, Thursday and Friday of this week. The clubhouse was built through the efforts of the different women's clubs of Lynn.

CROWN PRINCE URGED AWAY.

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TODAY'S PRODUCE MARKET

PRICES FIGURED ON A WHOLESALE BASIS.

FRUIT—PRODUCE

Steamer Arrivals.
Steamer Espara, from Port Limon, with 38,000 stems bananas for United Fruit Company.

Steamer Nantucket, from Norfolk, brought 350 barrels sweet potatoes, 70 baskets beans, 200 bags peanuts.

Steamer J. S. Whitney brought 70 boxes dates, 23 boxes macaroni, 75 bags beans, and steamer Harvard brought 5 bags beans, 30 boxes oranges, 1617 boxes dates; both from New York.

Steamer Halifax from Halifax brought 603 bags, 50 barrels, potatoes, 50 cases cranberries.

Steamer Boston from Varmouth brought 150 barrels apples, 43 barrels potatoes.

The Norfolk steamer due here Tuesday, Oct. 26, has 100 barrels of sweet potatoes, 900 bags peanuts, 600 boxes oranges.

Steamer Anglian, Boston for London, with 15 barrels, 1280 boxes apples, passed Lizard Oct. 25.

Boston Receipts.

Apples 4398 barrels, cranberries 329 barrels, Florida oranges 30 boxes, California oranges 1639 boxes, lemons 48 boxes, bananas 38000 stems, California deciduous fruit 3 cars, grapes 125,157 baskets, 8819 carriers, raisins 2500 boxes, figs 8 packages, dates 2137 boxes, peanuts 200 bags, potatoes 88,553 bushels, sweet potatoes 505 barrels, onions 3568 bushels, beans 1755 bushels.

Apple shipments from various ports week ending Oct. 23, in barrels: Boston 6097, New York 14,809, Montreal 60,523 Halifax 26,235, total 108,354, last year 98,556.

Since season opened: From Boston 10,780, New York 71,765, Montreal 27,751, Halifax 13,173, Annapolis 10,196, total 515,430, last year 562,492.

Summary:
From: 1909. 1908. 1907.
Boston 15,941 15,941 15,941
New York 71,765 117,108 113,967
Portland 5,017 13,385
Montreal 27,751 28,680 307,629
Halifax 13,173 16,190 103,715
Annapolis 10,196
St. John 175
Totals 515,430 362,492 578,541

PROVISIONS

Chicago Market.
December wheat \$1.05¢, January pork \$18.60, January lard \$1.07, hog receipts 24,000, prices \$7.25@8. Cattle market steady to shade lower, receipts 26,000 beefes \$3.85@8.90, cows and heifers, \$2@5.75, Texas steers \$3.80@4.90, stockers and feeders \$3@5.10, western cattle \$4@7.25.

Boston Poultry Receipts.
Today, 734 packages; last year, 977 packages.

Boston Prices.
Flour—Firm; mill shipments, spring patents \$5.80@6.20, clears \$4.60@5.10, winter patents \$5.90@6.25, clears \$5.50@5.75, Kansas patents in jute \$5.15@5.75, rye flour \$4.10@4.60, graham flour \$4.35@5.

Corn—Quiet and firm; car lots on spot, No. 2 yellow 72c, steamer yellow 72, No. 3 yellow 71c, to ship from West all rail, No. 2 yellow 72@72½c, No. 3 yellow 71½@72c, lake and rail shipments ½% bushel less.

Oats—Steady; car lots on spot, No. 1 clipped white 49½c, No. 2 47½c, No. 3 46c, rejected white 46c, to ship from the West, 34 to 36 pounds, white 46@46½c, 38 to 39 pounds, 47@47½c, 38 to 40 pounds 48@48½c, 40 to 42 pounds 49@49½c, barley mixtures 45%@46c.

Cornmeal and oatmeal—Bag cornmeal \$1.33@1.37, granulated cornmeal \$3.65@3.80 per barrel, bolted \$3.53@3.70, oatmeal rolled \$4.70, cut and ground \$5.20@5.50.

Hay and straw—Hay, western choice \$20.50@21.50, No. 1 \$19.50@20, No. 2 \$18@18.50, No. 3 \$16@17; straw, rye \$19@19.50, oat \$10.50@11.

DAIRY PRODUCTS

Boston Receipts.
Today, 3211 tubs 50 boxes 204.72 pounds butter, 247 boxes cheese, 3965

Atlantic and Pacific Sailings

Steamship Movements at a Glance.

CALENDAR FOR TOMORROW.
STANDARD TIME.

No. 10	Midn., for New York.....	Nov. 4
No. 11	Sailings from Southampton.....	
No. 12	New York, for New York.....	Oct. 30
No. 13	Sailings from Hamburg.....	
No. 14	Arcadia, for Philadelphia.....	
No. 15	President Grant, for New York.....	Oct. 31
No. 16	Sailings from Bremen.....	
No. 17	Kronprinzessin Cecilie, for New York.....	Nov. 2
No. 18	George Washington, for New York.....	
No. 19	Kaiser Wilhelm der II, for New York.....	Nov. 9
No. 20	Sailings from Havre.....	
No. 21	La Lorraine, for New York.....	Oct. 30
No. 22	La Savoie, for New York.....	
No. 23	Sailings from Glasgow.....	
No. 24	Nunidair, for Boston.....	
No. 25	Caledonia, for New York, via London.....	Oct. 29
No. 26	Sailings from Antwerp.....	Oct. 30
No. 27	Samland, for New York.....	
No. 28	Sailings from Rotterdam.....	Oct. 30
No. 29	Noordam, for New York.....	Oct. 30
No. 30	Sailings from Copenhagen.....	
No. 31	United States, for New York.....	Nov. 4

Schedule of Transpacific Sailings.

EASTBOUND.

Sailings from New York.

Kaiser Wilhelm der II, for Bremen.

Rhymond, for Rotterdam.

Iustitania, for Liverpool.

Decima, for Southampton, via Plymouth and Cherbourg.

President Lincoln, for Hamburg.

Helsing Olaf, for Copenhagen, via Christianssand.

Friedrich Wilhelm, for Bremen.

Vera, for Mediterranean ports.

La Provence, for Marseilles, ports.

Europa, for Indian and Far East ports.

Indiaman, for Hamburg.

Sailings from Boston.

Baden, for Hamburg.

Winfredian, for Liverpool.

Karen, for Havasu, via St. John.

Cambrian, for London.

For Galloway.

Michigan, for Liverpool.

Sailings from Philadelphia.

Albano, for Hamburg.

Sailings from Montreal.

WESTBOUND.

Sailings from San Francisco.

Alameda, for Honolulu.

Sailings from Tacoma.

Kemun, for Liverpool, via Orient.

Straits Settlement and Australian ports.

Sailings from Seattle.

Shinano Maru, for Japan and China.

Carrying U. S. mails.

Nov. 5

Oct. 26

Oct. 27

Oct. 28

Oct. 29

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Financial, Commercial and Industrial News of the World

THE MONEY MARKET CONTINUES TO BE A LEADING FACTOR

Prices of New York Stocks
Largely Influenced by the
Foreign Situation Move in
Very Irregular Manner.

NORTH BUTTE IS UP

New York stocks vibrated within a rather wide range of prices today. The trading was quite active. There was a better feeling during the early sales because the Bank of Germany rate had not been raised as had been expected. The opening was strong on this account and because the London quotations for Americans were higher.

It was not long, however, until there was a noticeable selling pressure and prices yielded. Toward the end of the first hour there was another advance and prices were carried considerably above the opening figures. This irregular movement was the feature of the trading. During the progress of the session a few stocks advanced steadily, paying no regard to the fluctuations of other stocks.

The foreign money situation had much to do with the manner in which traders sized up the situation. The money outlook at home and abroad is not at all encouraging for the immediate future. Prices on the New York stock exchange have dropped considerably from the high mark established on Aug. 14 last, and at the close Saturday the average price was about 6 points below the high for the year.

Amalgamated was up 3/4 at the opening at 80%. It gained about 1 1/2 during the forenoon. American Smelting opened up 1/2 at 94 and advanced another point. Central Leather was active. It opened up 1/2 at 45, reacted 1/4 and then advanced to 45%. U. S. Steel moved within a narrow range. It opened 1/4 higher than Saturday's closing price at 87 1/2 and crossed 88.

Reading was active, opening up a point at 159 1/2 and selling up to 160. Union Pacific was up 1 1/2 at 189 1/2 and advanced above 199. Illinois Central after opening unchanged at 146 reacted to 144 1/2 and then recovered nearly a point.

North Butte on the local market opened up 3/4 at 56% and sold up to 57 1/2. Superior Copper was up 3/4 at 57 1/2 at the opening and improved 1/2. Tamarack was weak. After opening at 68 it dropped to 65 1/2, recovering later. New England Cotton Yarn was in good demand. It opened up a point at 119 and advanced to 120. American Telephone & Telegraph held around 140.

The advance of New England Cotton Yarn to 123 was a feature of the afternoon trading on the Boston exchange. On the New York market Pressed Steel Car went from 46 1/2 to 48. Trading became rather quiet.

MARKET NEWS

In a signed statement at Cleveland Saturday James S. Bradley, Jr., denied positively the rumor that he has sold the controlling interest in the United States Telephone Company to the Bell interests.

Information has been given to the commercial organizations of Chicago to the effect that the eastern railroads are getting ready to make a substantial increase in freight rates by means of eliminating the differential freight routes from the Atlantic seaboard.

The management of the Burlington road has ordered the construction of an additional 100 miles of railroad in the West, which will have an important bearing upon the development of the Big Horn basin in Wyoming. The new line, upon which construction will soon begin, will run south from Kirby, Wyo., through Thermopolis and east as far as Powder river, making a connection with the Northwestern road.

The Canadian Car & Foundry Company will be the official name of the new car merger, according to an official statement just published by N. Curry, president of the merger. Mr. Curry, in his statement, makes the following announcements: "The new company's capital will be as follows: \$3,500,000 of 6 per cent bonds; \$3,000,000 of 7 per cent preferred stock, \$3,000,000 of common stock." The companies being secured with their capital are as follows: Rhodes-Curry, \$1,850,000 preferred stock; \$1,000,000 common stock; Canada Car Company, \$1,000,000 preferred stock; \$2,000,000 common stock; Dominion Car & Foundry, \$3,510,000 common stock.

THE GOVERNMENT GINNING REPORT

In this report 87,854 bales were included as compared with 118,720 for 1908, 97,557 for 1907 and 132,144 for 1906. The number of Sea Island bales included was 36,330, as compared with 32,013 for 1908, 18,775 for 1907, and 12,991 for 1906.

The bureau announced that the individual returns of ginners had altered the report of cotton ginned to Sept. 25 so that the corrected number of bales ginned to that date was 2,568,159.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2:30 p. m.:

	Open.	High.	Low.	Last.
Am. Smelting	80 1/4	81 1/4	79 1/2	81 1/2
Am. Beet Sugar	45 1/2	45 1/2	45 1/2	45 1/2
Am. Car & Found.	68 1/2	69 1/2	68 1/2	68 1/2
Am. Cotton Oil	76 1/2	76 1/2	75 1/2	76 1/2
Am. Locomotive	74 1/2	78 1/2	77 1/2	78 1/2
Am. Steel & R.	95 1/2	95 1/2	93 1/2	95 1/2
Am. Smelt & R. pf. 111 1/2	111 1/2	110 1/2	111 1/2	111 1/2
Am. St. & Tel. new	60	60	60	60
Am. Sugar	129 1/2	130 1/2	129 1/2	130 1/2
Am. Tel & Tel.	140 1/2	140 1/2	139 1/2	140 1/2
Anaconda	45 1/2	46 1/2	45 1/2	45 1/2
Atchison	119 1/2	120 1/2	119 1/2	120 1/2
Atchison pf.	104	104	104	104
At Coast Line	128	138	137 1/2	137 1/2
Balt. & Ohio	114 1/2	114 1/2	114 1/2	114 1/2
Brooklyn Gas Tr.	76 1/2	76 1/2	76 1/2	76 1/2
Canadian Pacific	183	183	183	183
Central Leather	45	45	44 1/2	45 1/2
Central Leather pf. 118 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Ches. & Ohio	61 1/2	85 1/2	85 1/2	86 1/2
Cof. Fuel & Iron	44	44	44	44
Col. Southern	51 1/2	51 1/2	51 1/2	51 1/2
Conn. Gas	141 1/2	140 1/2	141 1/2	141 1/2
Corn Prod.	21	21	20 1/2	20 1/2
Corn Prod. pf.	83 1/2	83 1/2	83 1/2	83 1/2
Del. & Hudson	182 1/2	182 1/2	183 1/2	183 1/2
Den & Rio Grande	45 1/2	46 1/2	45 1/2	45 1/2
Erie	33	33	32 1/2	33
General Electric	159 1/2	160 1/2	159 1/2	160 1/2
Gen. Nat. Gas	144 1/2	144 1/2	144 1/2	144 1/2
Gen. Nat. Gas pf.	146	146	144 1/2	144 1/2
Ill. Central	147	147	145 1/2	146
Kansas City So.	44	44	43 1/2	43 1/2
Kansas & Texas	45 1/2	45 1/2	45 1/2	45 1/2
Louis & Nash	150 1/2	150 1/2	150 1/2	150 1/2
Missouri Pacific	68	69 1/2	68 1/2	68 1/2
N. Y. Central	133 1/2	132 1/2	132 1/2	133 1/2
N. Y. N. H. & I.	169	169	169	169
Nor. & Western	94 1/2	94 1/2	94 1/2	94 1/2
Northern Pacific	146 1/2	146 1/2	145 1/2	145 1/2
Northwestern	186	186 1/2	185 1/2	186 1/2
Ontario & Western	46 1/2	46 1/2	46 1/2	46 1/2
Pac. T. & T.	52	52 1/2	51 1/2	52 1/2
People's Gas	114 1/2	114 1/2	114 1/2	114 1/2
Pennsylvania	145 1/2	145 1/2	144 1/2	145 1/2
Pressed Steel Car	48	48	46 1/2	48
Reading	159 1/2	158 1/2	159 1/2	159 1/2
Rock Island	38	38	37 1/2	38 1/2
Rock Island pf.	77 1/2	78	77 1/2	77 1/2
Rocks-Sh. & L.	90 1/2	90 1/2	90	90
Southern Pacific	127 1/2	127 1/2	126 1/2	127 1/2
Southern Railway	30	30	29 1/2	30
St. Paul	156 1/2	157 1/2	156 1/2	156 1/2
Texas Pacific	36 1/2	35 1/2	35 1/2	35 1/2
Third Av.	19 1/2	20 1/2	19 1/2	20 1/2
Union Pacific	198 1/2	198 1/2	198 1/2	198 1/2
Union Pacific pf.	102 1/2	103	102 1/2	103
U. S. Steel	73 1/2	73 1/2	73 1/2	73 1/2
U. S. Steel pf.	126 1/2	127 1/2	126 1/2	126 1/2
Wabash	52 1/2	51 1/2	52 1/2	52 1/2
Western Union	76 1/2	76 1/2	76 1/2	76 1/2
Westinghouse	84	84	83 1/2	84 1/2
Wisconsin Central	50	50	50	50

BONDS.

	Opening	High.	Low.
Am T & T ev.	114 1/2	114 1/2	114 1/2
Act Adjt 4s	92 1/2	93 1/2	93 1/2
Am. Gen. 4s	100 1/2	100 1/2	100 1/2
Baltimore & Ohio 4s	99 1/2	99 1/2	99 1/2
Del. & Hudson evs.	102	102	102
Den & Rio Grande 4s	73 1/2	73 1/2	73 1/2
Inter-Mot. 4 1/2s	82 1/2	82 1/2	82 1/2
Japan 4 1/2s	66	66	66
Japan 4 1/2s new	93 1/2	93 1/2	93 1/2
N. Y. City 4 1/2s new	100 1/2	100 1/2	100 1/2
N. Y. City 4s 1958	100	100	100
N. Y. City 4s 1959	100	100	100
N. Y. City 4s 1960	108 1/2	108 1/2	108 1/2
Penn ev. 4s	102 1/2	102 1/2	102 1/2
Reading 4s	99 1/2	99 1/2	99 1/2
Rock Island 4s	76 1/2	77	76 1/2
Rock Island 5s	91	91	91
Union Pacific ev. 4s	113 1/2	113	113
U. S. Steel 5s	105 1/2	105 1/2	105 1/2
Walash 4s	73 1/2	73 1/2	73 1/2
Wisconsin Central 4s	24 1/2	24 1/2	24 1/2

CHICAGO BOARD.

	Bid.	Asked.	Bid.	Asked.
Am. registered	100 1/2	101	100 1/2	101
Am. coupon	100 1/2	101 1/2	100 1/2	101 1/2
Am. registered	101 1/2	102	101 1/2	102
Am. coupon	101 1/2	102 1/2	101 1/2	102 1/2
4s registered	116	117	116	117
do coupon	117	1		

**Contributions on Topics of Interest
by Subscribers are Solicited.**

OUR DEFENSE

Christian Scientists rightly count among their blessings the protection they enjoy. They are not only able to conquer difficulties that arise but they keep entirely clear of many troubles that once came thronging. The unbelieving sometimes say, "O well, you would have been just as fortunate, anyway," but the Scientist can often point in his years that were before Christian Science, to a record of vexation and suffering quite as trying as that of any interlocutor. And the one radical difference between the new life and the old is the coming of Christian Science.

Another evidence that it is not by a mere coincidence that one's troubles become less with the advent of Christian Science is the internal evidence. This secret one is not always ready to share with an argumentative friend; but the working Scientist knows that the right of sanctuary in divine Love is not maintained without a struggle against all that seeks to lure him forth. Immunity from harm is won only by constant watchfulness and many a battle. Scientists do not claim that they are never sick, or that as mortals they cannot be sick or fatigued or troubled. The caviling of the world over a Scientist with a headache or a cold has no rightful basis in any statement of Christian Science. But Scientists know how much less they suffer than they used to in these ways, and how much more readily troubles are overcome than before, and how many are now wholly strangers to their experience with which they were once only too familiar.

That eternal vigilance is the price of liberty is even more unavoidably true in guarding the liberty of the sons of God than elsewhere. To stand fast in this liberty, as Paul bids us, means not hourly work but momently work. The little foxes are they that spoil the vines and the little creatures of thought and speech are those which insensibly ally one with the powers of darkness and seem to sever connection with Truth and Love. It is not the rule and practice of Truth which are at fault when the defense of Christians seem invaded. It is not God's saving power that has shown a weak point, but the human obedience and understanding. And this weakness is most often some one of the common faults of human nature against which we are like to be least alert in our watch. Perhaps the habit of criticism is the most universal of these and the one most responsible for the loss of light and peace within to those who are daily striving to be and do right. These criticisms often seem on the face justifiable. The person criticized is plainly

wrong, it would seem. But it is a safe and most important rule for any one who would abide in peace to avoid all criticizing of other people except when his words are to effect certain definite good results. In noting this exception let me be very sure of the good before he constitutes himself a censor. It is clear that he who is striving for the heavenly prize is not likely to admit all at once some violent antagonism or flagrant wrong; but if the little tricks of thought are not detected and denied the slothful servant will soon be wakened to the need of activity by an influx of pestilential thinking which is like flooding water that found its first entry through the dyke by a tiny trickling rill. Jesus said, "What I say unto you I say unto all, watch."

The most immediate watch must be against the commonplace everyday faults—impatience, malice, spite, petty criticism, sensitiveness to others' opinions for or against us—the whole ugly brood of ordinary human discords. It seems a relief to give our faults a large name—perhaps to harass ourselves over some abstract question of sound doctrine, or on the other hand over something as superficial as whether we eat or sleep too much. We are prone, too, to find in the faults of other people the source of our own inward disturbances. If every one walking the upward way would work patiently and persistently to build up the unheroic, the seemingly negative virtues of meekness, self-forgetfulness, and refraining the tongue from evil, then might Revelation's wonderful promise be fulfilled—that to such a one Christ "will come in to him and will sup with him." He might also learn that heroism and activity both enter into his task. This watchfulness is the price of protection, not only for ourselves but for others.

It is true that Christians all down the centuries have had as an ideal a thought free from evil; but those who once strove in vain to keep a harmonious consciousness find that Christian Science gives them a practical working rule for this overcoming. Christian Science does not stop with telling one to refrain the tongue from evil nor even with warning him to keep the thought free from evil, though this is necessary. Christian Science gives one an absolute scientific basis for active right thinking. When right thinking is always active within then the burdensome sense of standing on guard disappears.

As the daily study of the Scriptures in the light of Christian Science—and this is an indispensable element of our protection—cleanses the thought from materialistic ways of thinking and brings peace, purity and blessing to consciousness, one shall learn what it means to think God's thoughts after Him, as some one has said it. There will no more be a sense of struggling to keep out malice and hate, nor yet of patient effort to keep right ideas active; but thought is so yielded in love and trust to God that divine Truth shall spontaneously utter itself to the inward hearing and one may know what the early prophets meant when they said that God spoke to them. Then there can be no need to argue against mortal fears of sin and death. Happy in having learned that "they shall not hurt nor destroy" in all God's holy mountain one shall go in and out and find pasture everywhere; for God's sheep need no folding against storm or devouring wolves when He is become to them the one power and presence "in earth as it is in heaven."

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THE HOME FORUM

French Market Gardening

A book on French market gardening by Thomas Smith (Joseph Fels and Utopia Press) is reviewed in the London Chronicle with some enthusiasm, and concludes:

"It is not possible to give the plan for a model two-acre French garden, provided by Mr. Smith, nor any of the technical details which make up the greater part of his little book. For these the reader must go to the book itself, wherein he will find all particulars of one branch of French gardening down to the smallest details set forth clearly and accurately and here it is fitting to define more precisely the limits of French garden. Mr. Smith's definition is this: 'A French garden is a plot of land equipped and worked in a special way for the production of special crops by intensive methods.' That is to say the French gardener does not grow anything and everything; he specializes. 'The ordinary culture maraîchère,' which is here taken as a model, it is explained, 'is practically confined in its operations to a very few varieties of salads and vegetables, combined with either melons or cucumbers (sometimes both), and perhaps tomatoes. A fairly complete list of varieties would be: Radishes, cos and cabbage lettuce, carrots, turnips, cauliflower, spring cabbage, endive, spinach, celery, tomatoes, melons and cucumbers. This range of subjects can easily be worked in combination, and lends itself to the complete economical utilization of the whole of the ground and the appliances. With careful planning a few other things may be added, such as French beans, vegetable marrow, and ridge cucumbers brought on under cloches after these have been taken from the early lettuce, and a bed of strawberries may be managed by forwarding them under frames which would be used for the latest batch of melons.'

The most immediate watch must be against the commonplace everyday faults—impatience, malice, spite, petty criticism, sensitiveness to others' opinions for or against us—the whole ugly brood of ordinary human discords. It seems a relief to give our faults a large name—perhaps to harass ourselves over some abstract question of sound doctrine, or on the other hand over something as superficial as whether we eat or sleep too much. We are prone, too, to find in the faults of other people the source of our own inward disturbances. If every one walking the upward way would work patiently and persistently to build up the unheroic, the seemingly negative virtues of meekness, self-forgetfulness, and refraining the tongue from evil, then might Revelation's wonderful promise be fulfilled—that to such a one Christ "will come in to him and will sup with him." He might also learn that heroism and activity both enter into his task. This watchfulness is the price of protection, not only for ourselves but for others.

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Card Indexing the Country

The decennial counting of every man, woman and child in the republic, for which the United States Congress recently appropriated the sum of \$10,000,000, will not take place until the year 1910, but very active preparations have been in progress for some time past for this unique enterprise which will engage the services for long & short periods of upward of 60,000 regular and temporary employees of the government. Most important of those preliminaries has been the invention by the electrical and mechanical experts of the United States census bureau of a remarkable series of recording and tabulating machines which, under electrical impulse, perform statistical work that would require thousands of human hands. To be sure, most of the new machines require a man or woman operative (although some are entirely automatic in action), but this does not mean that they are not economical, for each electrical toiler accomplishes as much, in a given time, as would scores of clerks, figuring with pen or pencil in the card.—Popular Electricity.

With an individual pasteboard for each and every inhabitant of the United States. It is in preparing and handling these personal records, probably ninety odd million in number, that the newly perfected electrical machines find their chief functions. Just here it should be explained that the facts concerning the color, sex, nationality, etc., of an individual are not penned or typewritten on the card reserved for him as would be the case in any ordinary card index system. Instead this biographical data is essential to an informative census is recorded by means of holes punched in the card.—Popular Electricity.

It was learned afterward," droned Sammy Belknap, holding his school reader close to his eyes and shifting his weight to the other foot, "by means of a codicil—"

"Wait a moment," interrupted the teacher; "do you know what a codicil is?"

"Yes'm," said Sammy. "It's a baby codfish."—Chicago Tribune.

Ambiguous

(From Schoolboy's Letter.)

Dear Father—I am working hard here at school. My room-mate is going fishing and I am digging for debate.—Current Events.

There is no great achievement that is not the result of patient working and waiting.—J. G. Holland.

The Three Choirs

For the seventh time, the conductorship of the Three Choirs festival at Hereford, Eng., is in the safe hands of Dr. Sinclair. In 1880, when a boy of 17, Dr. Sinclair became assistant organist at Gloucester Cathedral, but was almost immediately offered the post of organist at Truro. Eleven years later he conducted the festival performances for the first time. He acts as organist at the chief Masonic gatherings, and has conducted the festival choral concerts at Birmingham with great success.—London Globe.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

This newspaper is a member of the United Press Association and The Associated Press and receives the full news report of each association.

EDITORIAL

Boston, Mass., Monday, October 25, 1909.

The President and the Waterways

PRESIDENT TAFT's hearty indorsement of the movement to open great avenues of commerce by the creation of canals, and his statement that he favored some definite course of procedure in this matter rather than the "procession-of-jerks" policy heretofore pursued, very naturally aroused enthusiasm among the delegates to the recent Interstate Inland Waterways League convention at Corpus Christi, Texas. Serious objection, however, will be entered against the encouragement given by the President to the waterways promoters in the matter of federal aid, either through direct appropriations from the treasury or by a guarantee of waterways bonds.

Mr. Taft stated that when the improvement is declared desirable and the communities that it is to serve can convince Congress that their growth justifies the expenditure of a large sum of money to take care of increasing trade, bonds should be issued in order that the improvement might be carried into effect at once and the benefits quickly secured. He recognized the danger of issuing bonds indiscriminately, and said that the people must not lose sight of the fact that some day the bonds must be paid. But, according to the report of his address, he declared his faith in the conservatism of Congress and the American people and believed they would not go into the improvement of waterways by means of a bond issue on a haphazard basis, but would conservatively calculate whether the time had arrived to do the work.

It is regrettable that President Taft thus assumes the paternal attitude, or permits it to be understood that the nation will assume it toward the waterway projects, for it gives too much chance for disappointment to their advocates and postponement of work on the projected undertakings.

If the United States should enter freely into the aiding of waterway and conservation projects it could hardly be very long before the scramble for government assistance would break down all conservative calculations. The safer way would seem to be to allow the states to develop their waterways themselves. Unless Congress shall depart very widely from the wise policy it has heretofore pursued in this respect, the states will be forced to do this eventually. The enterprises may have to be carried on by bond issues, but they will be state issues, not federal.

ASSISTANT SECRETARY OF THE TREASURY NORTON, who, with Daniel H. Burnham, the eminent architect, was a guest of the Algonquin Club at a dinner in this city the other evening, in the course of an address said many very truthful and many very pointed things about Boston.

The two gentlemen named are Chicagoans, and both have been for a long time deeply interested in the improvement of American cities, governmentally, architecturally and esthetically.

Mr. Burnham was associated with his late partner, John W. Root, in laying out the famous "White City" of 1893. He was appointed to make plans for the new city of Manila. San Francisco will be reconstructed eventually upon plans drawn by him. The designs for the new city of Washington, which will make it the most attractive capital in the world, are his. Mr. Norton has been close to Mr. Burnham in the work of planning for the new city of Chicago, which "is to be more beautiful than Paris." He was therefore in good company at the Algonquin dinner, and it is not to be wondered at if some of his remarks took on the flavor of higher inspiration.

What he said of Boston, however, is applicable to every large city in the country and to most of the smaller cities. This is especially true of his reference to extravagance—to waste. The waste of our great cities, and of many of our small cities, is at once deplorable and disgraceful. That it is general—that it has become a characteristic of our cities—does not excuse it in any special case; least of all in a city like Boston which is taxed to the limit and which, even then, is not able to set aside enough from its annual revenues to care for public improvements that are absolutely necessary.

The offense of wastefulness in municipal administration in this country today is a drawback to civic advancement almost as great as was corruption and dishonest administration a few years ago. It is not an offense peculiar to Boston or to any American city, but it is preventing healthful development in practically all. It would be less prevalent in local affairs if steps were taken to root it out of national affairs. Rigid economy in national administration would be of incalculable benefit, by force of good example, to our cities. Here, at least, is one instance where reform could well begin at the top rather than at the bottom, and the country continues to have confidence that President Taft will keep his promise to have it begin there.

And Now for the Car Shortage

THE news that the New York, New Haven & Hartford railroad has a net shortage in its freight-carrying rolling stock of 315 cars is received as an indication of a return of prosperous industrial conditions. The returns made up to the middle of October show 16,489 foreign cars on the company's system, while 13,563 cars of the New Haven system were at the same time strung along other lines throughout the country, leaving a debtor balance against the company of 2926 cars, as compared with a debtor balance in 1908, at a corresponding time, of 4457, of 16,188 in 1907 and of 12,259 in 1906. The heavy diminution of the car balance against the company during the last three years is largely due, it is said, in part to the new equipment bought and delivered in the last two years, all of which is now in use, and in part to new

arrangements made with outside companies for the use of New Haven rolling stock.

As there is likely before long to be much criticism as a result of the recurrence of a car shortage, and one of a more pronounced character than any the country has experienced so far, it will be only just to the New Haven company to keep these facts in mind.

The significant thing is that even with a large new equipment, and although we are only on the threshold of the era of prosperity toward which we are all looking confidently, there is already a shortage on a system that has made a reasonable effort to meet the needs of its patrons.

Moreover, we have the announcement from Baltimore that the threatened shortage of coal cars, in the mining regions of Maryland and West Virginia has arrived. We are told that mining operators in those states are "calling loudly for cars, but the only answer the railroads give is that thousands of new cars and hundreds of locomotives have been ordered and will be hurried to points where they are most needed as fast as they are received from the builders." Incidentally, it is mentioned that the Consolidation Coal Company is now 100,000 tons behind in its deliveries because of a lack of cars, and that the Baltimore & Ohio board of directors has authorized the immediate ordering of 3600 steel hoppers and 1000 steel underframe box cars.

It is too bad that complete railroad equipment and the good times are not arriving simultaneously. Still, it must be admitted that keeping pace with the industrial requirements of this country is no easy matter.

Elections in Saxony

A TREMENDOUS socialist victory is the result of the general elections held in the kingdom of Saxony. The new electoral law, enacted to do justice to present conditions in the kingdom, is responsible for a considerable portion of the socialist increase, but what determined the spectacular defeat of the Conservatives is the popular resentment against the empire finance reform which the Conservative party, in alliance with the

Clericals and Poles, forced on Germany during the last session of the Reichstag. Prince Buelow's famous Radical-Liberal-Conservative "bloc" or faction went to pieces over it and the chancellor himself had to go; but the final outcome of all that struggle, which looked so big to the outsider, was lamentable patchwork. Instead of laying any sort of foundation for sound imperial finance, such as had been the original object of the bill, the new coalition merely voted a series of new taxes, the principal burden of which was thrown on the industrial element. Since then it has become clear that the new law will never cover the deficit of 500,000,000 marks that Germany needs to carry out her disproportionate naval program, while the resentment among the German people has been steadily growing. The outcome of the local elections in Saxe-Meiningen, in Baden, but most of all in the kingdom of Saxony, was an emphatic answer of the people to the finance reform dodge of the agrarians and their allies.

It is the first time, since the great year of 1848, whence dates the constitutional era in Germany, that general elections were held for the Saxon Diet. Hitherto the lower chamber has been only gradually renewed by means of biennial elections of one third of its members. The new electoral law does away with this practise, and to this circumstance the radically altered party situation is largely due. But it would be difficult to account entirely in that way for the drop from forty-six Conservatives to fourteen and the jump from one socialist to sixteen; and further, for the fact that in the fifty-seven second ballots still to be taken, no less than fifty-five socialists and only seventeen Conservatives will participate. As for the Liberals who might have been expected to profit equally in this retaliation on the Conservatives, and who certainly expected this themselves, their only hope now lies with the second ballots, where twenty-nine of them participate along with seven Radicals. The first ballot gave them only four seats and the Radicals none, as against thirty-one and three, respectively, that they held in the former Diet.

The inference is that the German people today protest against the reaction no longer through the Liberal elements but distinctively and aggressively through the Social Democrats. It is possible that the recent notable points scored by the opportunist, or revisionist, wing of the Social Democrats, over the uncompromising extremists have a bearing on the situation; for a program of social revision must attract numbers that are repelled by theories of subversion. Even so, one may well ask if German liberalism is not distinctly on the wane, if it is not slowly ground between the upper and nether millstones, the paternalism of the government and the paternalism of social democracy.

THEY are hunting moose with autos in the northern woods—that is, they are using the automobile lamp to "jack" game. Shall we hear in course of time that the automobile horn is being used to call the hounds?

THE National Association of Carriage Builders has decided that its members might do well to get into the automobile business as gracefully as possible, and as soon. The automobile has come to stay.

THE New York Tribune, since its reduction in price, has assumed the standard narrow-measure columns. From this, however, it does not follow that its old-time broad-gauged views are to be contracted.

THERE is no excitement in the gold-mine country in Maine. Things have settled down to a mere matter of crushing 150 to 200 tons of quartz a day, and taking small but steady profits.

PRESIDENT TAFT's acceptance of an invitation to take a balloon trip at Savannah would simply give the insurgents another opportunity of saying that in respect to certain matters he is in the air.

IT is a peculiar circumstance, considering everything, that nobody is asking the Duke of the Abruzzi why he did not bring back the top of the Himalayas with him.

THE new one-cent pieces are finally coming into circulation, which means that the coin that was once prized as a souvenir is now finding its way into the slot machine.

OF COURSE, the friends of the Y. M. C. A. are counting the minutes on that clock until the \$500,000 shall be raised.

IT is plain that while there is a Gaynor in the New York mayoralty fight there must also be a loser.

COUNT ZEPPELIN's project for a polar expedition by airship is maturing. On the fifth of this month a conference took place at Friedrichshafen, in the course of which preliminary plans were laid down for the undertaking. Prince Henry of Prussia took part in the conference and next day made an ascent in the Z III. From what has been published it appears that the preparations for the aerial expedition will take all of two years. A preliminary expedition will leave Kiel on a whaler some time next year in order to investigate the use of pack-ice for landing places of airships and to gather data for the placing of stations. The results of these inquiries will largely determine the special character of the airship that Count Zeppelin will construct for his polar expedition; as far as can be judged at present this airship will have a far stronger frame than the "Zepplins" hitherto constructed. By 1911 the promoters count on having the airship ready to undertake trial flights on the coasts of the North sea and the Baltic. It will probably be stationed between Hamburg and Kiel. Finally the expedition will start for Spitzbergen, whence a number of aerial voyages will be undertaken.

It is evident that the pole itself is but a detail in the project of Count Zeppelin and his associates. Whatever may have been the original character of the project, its present one is that of an Arctic expedition for purposes of research by means of aerial navigation. Its staff will consist of fifteen German specialists, each of whom will take up a different aspect of Arctic conditions. It may be assumed that if the expedition proves a success to the extent anticipated by its promoters, polar research will be placed on an entirely new basis.

It is noteworthy that the various American expeditions sent out to discover the north pole appear to have stimulated Arctic research among Europeans, for purposes of exploration as contrasted with pole-hunting. Both Harrison and Amundsen are preparing for long and daring expeditions to the great polar basin north of Alaska and what they achieve will doubtless influence the plans for Count Zeppelin's aerial attempt. Perhaps we shall at last learn something definite of the vestiges of human settlements and wanderings in the Arctic world.

Exploring the Earth's Interior

M. CAMILLE FLAMMARION, the eminent French astronomer, comes to the aid of those who have recently been regretting that the field of exploration and conquest on this planet was rapidly becoming so small as to offer few inducements and few opportunities to the venturesome and the intrepid, beyond those that have become commonplace. The incentive to polar exploration has been weakened by recent events.

A thing that has been done once can readily be done again, and the genuine explorer does not find much satisfaction in going over a trail that has been blazed or a path that has been worn by others.

Therefore, those who have the desire to enter upon new fields of endeavor in the exploration line should be grateful to M. Flammarion for pointing out that there is really more to be learned hereafter by going down into the interior of the earth than by traveling anywhere, on its surface, whether one's route lie over skyscraping mountain peaks or across the frozen plains of the Arctic or the Antarctic.

It is M. Flammarion's opinion that there is really a great necessity for reaching the farthest possible depth beneath the earth's surface. The sinking of a shaft to the limit of engineering possibilities, he holds, will not only lead to the revelation of many interesting things—many wonderful things—but, in all probability to the discovery of the source of an inexhaustible supply of heat; the one thing that engineers are now most earnestly seeking. For in the physical development of the earth heat means power, and power means conquest on a scale that we do not dream of now.

The thing, then, is to cease raising and subscribing money to meet the cost of explorations that lead only to the retelling of stories that have already been told, and to begin contributing and raising money to meet the cost of sinking shafts that will make possible exploration of the earth's interior. That it will be warm work M. Flammarion admits, but man will overcome whatever difficulties may arise in this respect. The main thing is to get him started at it.

After that we shall be intensely interested, of course, in the varying success of the explorers, and among the things that we may reasonably look forward to will be bulletins in the daily papers giving the different depths attained by those who are farthest down, with occasional full reports of lectures delivered by explorers who were, in a hole, well on the way to China when they turned back to tell us all about their experiences.

THE court of appeals of New York has sustained in its important features the report made by General Tracy, referee of the supreme court, with regard to the margin of borrowing power left to the city of New York on June 30, 1908. The limit fixed by General Tracy was \$106,000,000. It may be recalled that Controller Metz contended that New York city had come within \$2,000,000 of reaching the limit of its borrowing capacity. The decision of the court of appeals disapproves of certain of General Tracy's calculations, but it holds that the city had at the date named a safe margin of \$48,007,449 within its debt limit. That was last June. Today the debt-incurring margin of the city is estimated at \$100,000,000. The borrowing capacity of the municipality has been increased since June last by an increase in taxable valuations.

There is a question, however, as to whether the additional \$50,000,000 credit thus created is not already pledged to other than transportation improvements. If this should prove to be the correct view New York city would have available for subway improvements less than \$50,000,000.

But New Yorkers will be very largely impressed with the statement of Controller Metz that "there are many things besides subways to be considered." "Just because we have a margin," he declares, "I am not eager to authorize subways indiscriminately. . . . The McClellan administration has only a month or two in office, and it is a sure thing that we are not going to spend all the money in sight. I expect that we shall leave our successors \$100,000,000, and they can make the most of it."

The controller seems to be taking a sane view of the matter. The money should be expended with great caution by an incoming rather than with haste by an outgoing administration.

New York City's Debt Limit